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號七十八百三零萬二第

日八十月九年亥癸

HONGKONG, SATURDAY,

OCTOBER 27TH, 1923.

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號七廿月十年二十國民華中

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TIME-TABLE.

WEEK DAY.		
7.00 a.m.	7.10 a.m.	
7.30 "	" to 8.00 "	every 15 minutes
8.00 "	" 8.20 "	" 10 "
	8.30 "	Non Stop
	8.37 "	Stopping
	8.47 "	Non Stop
	8.54 "	Stopping
	9.04 "	Non Stop
	9.11 "	Stopping
	9.20 "	Stopping
9.30 a.m. to 11.00 "	" every 10 minutes	Stopping
11.30 "	" 12.30 p.m. "	" 15 "
	12.40 "	Non Stop
	12.47 "	Stopping
	12.57 "	Non Stop
	1.04 "	Stopping
	1.13 "	Non Stop
	1.20 "	Stopping
1.30 p.m. to 4.00 "	" every 10 minutes	Stopping
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	8.05 "	Non Stop
	8.10 "	Stopping

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V. S. O.THREE STAR
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AHEAD OF THE MAIL

[SUPPLEMENTARY WIRE FROM INDIAN
PAPERS.]IMPOSING CEREMONIES AT
CONSTANTINOPLE

LONDON, October 2nd.
 The special correspondent of *The Times* at Constantinople writes:—The Allied occupation of the past four years was concluded to-day with imposing ceremonial. Reciprocal honours were paid amid a wild outburst of Turkish enthusiasm. Dense crowds swarmed the route taken by the Allied troops. First the French and Italian detachments and finally the magnificent body of British Guards, whose evolutions were executed with the best Guardsmen's rhythm and precision, evoked a storm of cheering, clapping and waving of "fezes." General Harrington with his staff at the head of the troops saluted the Turkish flag, but when the Turkish colours advanced to the centre of the square and were saluted by the combined Allied troops, the crowd became hysterically excited.

General Harrington's policy received a reward in the general admission by Europeans that if any Western Power has retained its prestige that Power is Great Britain.

THE HULTON PRESS

LONDON, October 3rd.
 The *Yorkshire Post* states it is rumoured that the Rothermere interests have acquired the whole of the Hulton Press, consisting of five dailies in London and Manchester, three Sunday papers, half-a-dozen other weeklies, and a total of about 40 publications. It was known that Sir Edward Hulton for reasons of health was not adverse to giving up the active directorship of a great enterprise with which he has been associated for many years. Negotiations for the acquisition of the Hulton undertaking by other interests were unsuccessful. Consequently, Fleet Street considers that the rumours are well founded. The price at which the transfer will be effected is variously estimated as from three and-a-half to five millions sterling.

BRITISH LEAVE CONSTANTINOPLE

LEAFIELD, October 4th.
 General Sir Charles Harrington and the last of the British troops sailed from Constantinople yesterday afternoon. The French and Italian contingents departing at the same time. After nearly five years' occupation the Allied forces have now in accordance with the terms of the Lausanne Treaty left Turkish soil. The evacuation has been conducted without any incident or hitch and is regarded not only here but in Turkey as reflecting much credit on General Harrington and his officers. The embarkation of British troops and material took place not only in accordance with but actually ahead of programme.

A ceremonial farewell parade was held before the embarkation. Detachments of British, French and Italian and Turkish soldiers taking part. Salutes were exchanged and the departing General took a cordial leave of the Turkish authorities. The Turks loudly cheered General Harrington and the British contingents all along the route. General Harrington issued a farewell message of thanks on behalf of the Allied Generals for the gracious and off accorded them and wishing Turkey all possible success and prosperity.

SCOTTISH PIT DISASTER

FAREWELL LETTERS IN DARKNESS

LONDON, October 4th.
 Those rescued from the Redding colliery occupied themselves underground in writing farewell letters in the darkness. They were soaked on the first day wandering waist-deep in water.

The survivors at Redding, in an interview, said that their experiences had been very trying. They used up all their matches in the first two days in attempts to keep light burning, which was impossible owing to black damp. They crawled up and down in the darkness throughout the workings. They had no idea of time and kept moving to keep themselves warm, occasionally crawling to the edge of the water for a drink. They were on the verge of despair when they heard a shot and crawled to the roadways, trying to locate the direction. When the shots were repeated they shook hands with each other, confident of rescue, and were in the best of spirits. When rescued their first request was for cigarettes. Restoratives and blankets were rushed to the spot, but the survivors insisted on crawling a long distance to the shaft bottom. They were unable to say whether the others entombed were alive. They were cut off from the others at the outset.

LONDON, October 5th.
 Three divers from Royth descended the Redding pit this morning with a view to rescuing three men who, it is hoped, are still alive. They re-ascended after three hours, having travelled 500 feet along the flooded roadway when they found the road blocked by debris.

"WEEKLY WESTMINSTER"
CHANGES HANDS

LONDON, October 5th.
 The *Weekly Westminster*, associated with the *Westminster Gazette*, has been acquired by the Manchester Liberal School group of which Mr. J. M. Keynes is one of the leaders.

Mr. Ramsey Muir has been appointed the new editor. Mr. Ramsey Muir was Professor of Modern History in the University of Manchester 1919-21, and was a member of the Calcutta University Commission, 1917-19.

There is nothing to be alarmed about in this transfer. Mr. Keynes's group now control the *Nation*, not so efficiently as Mr. Massingham perhaps, but in an equally high-principled fashion.

PROHIBITED PLUMAGE

LONDON, October 4th.
 Mr. Douglas Bremner was fined £32 at the Mansion House for dealing in prohibited plumage. The prosecuting counsel for the Customs said that when a firm of Calcutta merchants first sent an invoice the defendant had replied stating his inability to deal in plumage as it was prohibited. The defendant's clerk on receiving the parcel took it to the valuers, where it was seized. The plumage was mainly Indian egret. The defendant said that the parcel came from an unknown Indian firm, to whom he wrote protesting against its despatch and stating that he would hand over the next consignment to the Customs. The parcel received was seized within nine hours of its delivery before he could take advice. The presiding Alderman sympathised with the defendant, whose firm is a highly respectable one. The defendant intimated his intention of appealing against the conviction.

TURKISH INSCRIPTIONS FOR
SIGNBOARD

LONDON, October 8th.
 A Constantinople message says the Vah in an interview, declared that Turkish would soon be the dominant language in Constantinople, even in the European quarter of Pera, where it is apparently intended to replace all foreign languages on all signboards with Turkish inscriptions. Furthermore, all concessionary companies, like those controlling trams, railways and telephones, have been given a month in which to replace non-Turkish employees by Moslems.

MOTOR GLIDER TESTS.

LONDON, October 10th.
 Though a number of competitors did not participate in yesterday's glider tests at Lympne, saving their engines in the hope of calmer weather to enable them to compete with a better chance of success for the big prizes for the best mileage on a gallon of petrol, flying continued throughout yesterday.

The tests hitherto have proved the handiness and controllability of nearly all the machines, which make the easiest landings, descending in long, slow and gentle gradients, alighting without a jar. In one case, where an ordinary aeroplane would have crashed with serious results, the pilot, aided by farm labourers, picked up his machine, wheeled it back to the aerodrome and resumed flying.

Professor Bairstow states that the Research Department is engaged in experiments, the result of which is strong ground for hoping that it will solve the great problem of maintaining flying speed, while preventing stalling.

The success of the meeting hitherto foreshadows the creation of a class of owner-pilots with machines as easily stored as, and not much dearer than motor-cycles.

(Continued on page 3.)

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WORLD THEATRE

WEDNESDAY, 24th, to SATURDAY, 27th October.
at 5.15 and 9.15 p.m.A DRAMATIC MYSTERY PICTURE
THE MYSTERY
OF THE YELLOW ROOMSIX REELS OF THE MOST FASCINATING
MYSTERY EVER SCREENED.

Admission:—

9.15 p.m.—\$1.20, & 80 cts. 5.15 p.m.—80 cts. & 50 cts.

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Kobe	Miyajima	Nikko	Omori Hotel
Osaka	Miyajima Hotel	Kanazawa Hotel	Tokyo Station Hotel
Osaka Hotel	Miyajima Hotel	Kanazawa Hotel	Tokyo Station Hotel
Osaka Hotel	Miyajima Hotel	Kanazawa Hotel	Tokyo Station Hotel
Osaka Hotel	Miyajima Hotel	Kanazawa Hotel	Tokyo Station Hotel
Osaka Hotel	Miyajima Hotel	Kanazawa Hotel	Tokyo Station Hotel
Osaka Hotel	Miyajima Hotel	Kanazawa Hotel	Tokyo Station Hotel

IN TAIWAN (FORMOSA)

Tainan—Taiwan Railway Hotel

IN CHOSON

Fusan—
 Fusan Station Hotel
 Enio (Seoul)
 Chosen Hotel
 Shingirui
 Shingirui Station Hotel

IN MANCHURIA

Changchun—
 Yamato Hotel
 Dairen—
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AHEAD OF THE MAIL.

(Continued from page 2.)

STORY OF TELEWRITER'S BREAKDOWN.

LONDON, October 26th. In an earlier message, it was stated that large sums had been made and lost on the Manchester Cotton Exchange through the breakdown of the telewriter. The owners of the telewriter now deny that the telewriter broke down between Manchester and Liverpool. Actually, they say, the breakdown of the telegraph line itself prevented the use of the telewriter.

SILENCE AND THE CENOTAPH.

LONDON, October 26th. The Works Committee of the Westminster City Council, which last May accepted the offer of a rubber company to supply free rubber roadway blocks sufficient to pave a 1,500 yards roadway around the Cenotaph at Whitehall, now reports that the laying of rubber blocks on the west side of the Cenotaph is completed, but that the pavement which has been laid shows signs of movement, apparently owing to the unsatisfactory grouping of the material. The rubber company has agreed to pay a maximum of £300 towards the cost of remedial works. The City Engineer expects that the difficulties will be overcome.

NEW GOVERNOR OF N. S. W.

LONDON, October 26th. Admiral Sir Dudley de Chair has been appointed Governor of New South Wales. Admiral de Chair was born in 1864 and entered the Royal Navy in 1873. He commanded H.M.S. *Barclay*, *Cochrane* and *Cullivren*, 1905-12, and was Naval Adviser to the Foreign Office 1916-17. He commanded the 10th Cruiser Squadron (organised Northern Blockade) 1914-18, and was made Admiral in 1920.

THE NEW SHAW PLAY.

LONDON, October 26th. George Bernard Shaw's dramatic study of creative evolution, *Back to Methuselah*, was produced for the first time in England at the Birmingham Repertory Theatre.

It is an immense work, which is in five parts, and occupies four evenings and one matinee. Each part is a complete play, but at the same time no more than an incident in the "metabiological pentateuch," as Shaw describes the play. The first part was performed yesterday evening, and deals with events in the Book of Genesis. It was received with enthusiasm, as was the notable acting of Miss Frangin Davies, as Eve. The distinguished audience included Mr. G. B. Shaw, but he disappeared before the end, thus disappointing his admirers of a speech.

RECTORSHIP OF ST. ANDREW'S.

LONDON, October 26th. Mr. Rudyard Kipling has been installed as Lord Rector of St. Andrew's University, and Earl Haig as Chancellor.

Mr. Baldwin, on whom the Degree of LL.D. was conferred, participated in the picturesque ceremony. He arrived at St. Andrew's before Mr. Rudyard Kipling yesterday, and was compelled at the station to assume an undergraduate's mortar-board and scarlet gown, and then escorted to the house of Principal Irvine, who, with Mr. Baldwin still wearing his scarlet gown, subsequently welcomed Mr. Rudyard Kipling at the station. The students then dragged the party in an open carriage through the streets.

Mr. Rudyard Kipling, in his Rectorial address, dealt with the subject of "Independence."

VICE-CHANCELLOR OF OXFORD.

LONDON, October 26th. Doctor Farnell handed over the Vice-Chancellorship of Oxford to Professor Joseph Wells, Warden of Wadham College, to-day.

In his speech, he referred, in an amusing manner, to the young life of Oxford, for whom he had made bans that made him notorious.

He said that women students gave hardly any trouble, for when they asked for new privileges and relaxations, it was easy to refuse, and if they could only curb their passion for cafes between breakfast and lunch, they would be an exemplary body.

Young men naturally gave trouble and concern, and yet his experience in the past three years had not lowered his high opinion of them. Two enemies of industry were indolence and distraction. It was impossible to accuse the young men of indolence, but as regards distraction it must reluctantly be admitted that the modern city of Oxford was no longer a desirable place for a University, such as the former rulers intended it to be, and for which certain powers were given to the Vice-Chancellor. It would be well if the Oxford public remembered that the University was the City's greatest asset and distinction, and sympathised with its efforts to fulfil its function.

BATTALION RETURNS FROM NEAR EAST.

LONDON, October 26th. The First Battalion of the Duke of Wellington's Regiment landed at Southampton from the Near East yesterday, after several years' service abroad, five of which have been spent in India. They were welcomed by General Birdwood, and the Mayor of Gosport.

BRITAIN'S MONETARY POLICY.

LONDON, October 26th. There has been talk recently to the effect that the Government is considering the abandonment of its deflation policy, and adopting a policy of mild inflation with a view to improving trade.

Sir Montague Barlow, Minister of Labour, in a speech near Nottingham discussing unemployment, stated that a scheme of currency inflation up to £100,000,000 had been suggested by the Chairman of Barclay's Bank. It was worthy of consideration, but all he could pledge was that Government officials had been at work for the last six months with a large number of schemes, and that developments were in sight.

CO-PARTNERSHIP BENEFITS LORD LEVERHULME AND LABOUR CRITICS.

Viscount Leverhulme, speaking at Port Sunlight on September 10th, referred to the attack on the co-partnership scheme at the Trades Union Congress at Plymouth, when a resolution was passed calling for a report on the working of such schemes, which the congress believed were designed to mislead the workers and prevent trade union solidarity. Co-partnership, he said, meant increased production and wages. There were, over 16,000 co-partners in Leverhulme and associated companies, holding £2,333,000 Preferential and partnership certificates, and the average holding was £123. Dividends in hundreds of cases were over 30s. a week. The profit to shareholders was not excessive. During the year the employer co-partners had introduced a life insurance scheme for co-partners, and 7,000 policies, totaling over £1,000,000, had just been distributed, and premiums paid for employer co-partners. There had been sixteen deaths, and £2,300 had been disbursed. Co-partnership did not give them a permanent job, and would never be a substitute for efficiency.

In order to overcome housing difficulties, Lord Leverhulme said the directors had decided to offer a number of freehold building plots free to applicants. Co-partners would have the preference, and if plots were left over any person wishing to live on the estate could have one plot or more. There was a limit to the number of plots an applicant could have. Houses would be semi-detached or single, built to owners' designs, and approved by the company's architect. Apart from that, Lever Brothers had no part. The Ministry of Health had consented to give £8 a year for twenty years for houses completed before October, 1925, and it was possible to obtain a lump sum of £70 in lieu of that. The area was between Spital and Bebbington, close to Port Sunlight. Spaces for shops would be reserved.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

OCTOBER 26th, 1923.	
Hongkong and Shanghai Banks	\$1,090 b.
Canton Insurances	\$650 b.
Union Insurances	\$230 b. 25/16
Steamboats	\$454 b.
"Star" Ferries	\$544 b.
China Sugars	\$231 b.
Kowloon Wharves	\$137 b.
Whampoa Docks	\$151 b.
Shanghai Docks	\$102 b.
Hongkong Lands	\$86 b.
Humphreys Estates	\$23 b. 24/16
Fwo Cotton	\$13.09 b.
Hongkong Ropes	\$40 b.
China Providents	\$244 b.
Dairy Farms	\$214 b.
Watsons	\$22 b.
Hongkong Electric	\$23 b. & 3/4
Hongkong Tramways	\$23 b.
b-buyers; s-sellers; &-sales.	

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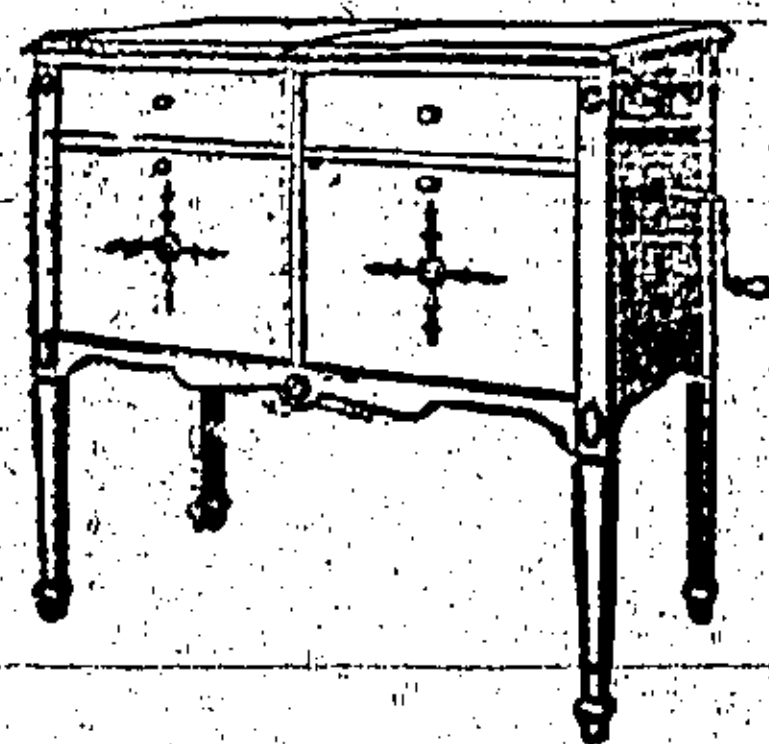
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THE "STRAND" PHONOGRAPH.



Built by America's Foremost Mechanicians, the "STRAND" is the latest creation in the Phonograph Line. The following are but a few of its outstanding features:—

- 1.—It is built of the Best Materials to withstand the climatic conditions of Tropical Countries.
- 2.—It is Artistically Designed and Beautifully Finished.
- 3.—Its Tone is Round and Full—surprisingly life-like.
- 4.—It plays all kinds of Disc Records, including Pathe and Edison, without Change of Attachment.

Call for Demonstration at the

"OKEH STUDIO."

8, DES VŒUX ROAD CENTRAL (CORNER OF ICE HOUSE STREET).
Tel. No.—CENTRAL 4453.

NOTICE.

MESSRS. FINDLATER, MACKIE, TODD & CO., LTD.,
WINE & SPIRIT MERCHANTS,
LONDON.

The Agency for this Old Established, and Well Known Firm has been transferred from CARTERS, to JAMES H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammonia, Anhydrous sulphuric gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylene and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Vœux Road Central, 2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

THORNYCROFT

AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Salingstake

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS

FOR QUOTATION, APPLY—
ROBERT DOLLAR BUILDING,
SHANGHAI.

Mackintosh's

THE
MAN'S
SHOP

Decked with all that is newest
from Britain foremost manu-
facturers and designers of
styles. Mackintosh's Shop
presents a spectacle of sur-
passing interest to discerning
men.

A courteous welcome awaits
you whether you come "to
look" or to buy.

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building, Des Vaux Road.



ICY-HOT BOTTLE.

A Useful and Much Appreciated
Present for All Occasions.

THE CHINA DISPENSARY
82 QUEEN'S ROAD C. TELEPHONE C 2598.

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of
WARDROBE and CABIN TRUNKS
SUIT CASES and TRAVELLING RUGS
All at Reasonable Prices.

Latest Styles

WATER PROOF FOR RAINCOATS
Gents Ladies and Children.

YEE SANG FAT CO.

WING ON'S SALE ON.

Reductions
for 20 DAYS only
From
18th October to 6th November.

SPORT

FOOTBALL

The following matches have been ar-
ranged for to-day:—

INTERPORT TRIAL

Hongkong Club ground, kick-off, at 4.15
p.m. Referee: Mr. Smith. Linemen:
Messrs. Wakeman and Williams.

The following players have been select-
ed:—

Blue—Angus: Wheeler and Knight;
Gerrard, J. Stewart and McPhail;
Bell, Howard, Castledine, Post
and Burd. Reserve: Blair.
White—Wilson (Club): Sopher and
Bishop; Kirby, McKelvie and
Lelliott; Omar, Forsyth, Roberts,
Sells and Simpson. Reserve:
Handford.

HONGKONG LEAGUE

Division II.

Kick-off at 4 p.m.

Sacred Heart v. Club de Recreo, Soc-
kunkoo "B" ground. Referee:
Mr. Bailey.

Diamond Reserves v. University, Navy
"A" ground. Referee: Mr. Blum-
son.

South China "B" v. King's Reserves,
South China ground. Referee:
Mr. Collins.

St. Joseph's v. Philippine Club, St.
Joseph's ground. Referee: Mr.
Spencer.

Tamar Reserves v. Titania Reserves,
Navy "B" ground. Referee: Mr.
Ford.

R.G.A. Reserves v. Club Reserves, Soc-
kunkoo "A" ground. Referee:
Mr. Lavender.

Kowloon Reserves v. H.M.S. Bluebell,
Kowloon ground. Referee: Mr.
Greer.

H.K. ELECTRIC CO.'S PORTUGUESE v.
INDIAN STAFF.

A friendly match between the Hongkong
Electric Co.'s Portuguese and Indian staff
will be played on Sunday, at 4 p.m., on
the Punjabees' ground. Teams:—
Portuguese—J. Ribeiro, C. Silva, L. A.
Remedios, L. M. Xavier, V. A. Neve, L.
A. Peres, D. Mines, H. Diezin, A. Fustes,
and E. Brown.

Indian—A. K. Rahmud, A. B. Minu,
Y. A. Wahab, N. Y. Addi, M. Ismail, U.
Razack, I. Hassan, G. Mohammed, D.
Mohammed and H. Mehal.
Referee: Mr. J. Wilson.

CRICKET

K.C.C. "A" v. I.R.C. "A."

The following will represent the Kow-
loon Cricket Club "A" team in their
League match against the Indian Reser-
ves Club "A" at Sockunkoo to-day:—
H. Overy (capt.), B. Petheram, T.
Evelyn, E. S. Jones, E. J. Edwards, O.
B. Raven, W. L. Weaver, A. J. Kew, J.
Fraser, D. S. Green, A. G. Pile, C. J.
Taochi.

GOLF

THE CHAMPIONSHIP: A REDRAW.

Owing to an inadvertence explained in
an advertisement in another column it
was found necessary to re-draw the
Championship. The result of the amend-
ed draw will be found set out in the
advertisement.

BOWLS

MEETING OF THE ASSOCIATION

At a meeting of the Hongkong Lawn
Bowls Association held on Thursday
night, it was decided to play a bowls
match on Saturday next between the
winners of the league and a team select-
ed from the rest of the league teams. It
was also arranged to hold the annual
dinner of the Association at the Hong-
kong Hotel on December 8th.

BOARD AND LODGINGS.

LANDLADY'S SUCCESSFUL CLAIM.

In the Summary Court, yesterday,
before His Honour the Puisne Judge
(Mr. H. H. J. Gompertz), Mrs. B.
Thompson, of No. 59, Mount Parish,
brought a claim for \$147.00 against M.
Simpson, of the Western Casualty Com-
pany, No. 17, Queen's Road Central, for
breach of agreement in that the defend-
ant verbally agreed to rent a room from
the plaintiff, with board at \$119 per
month, had failed to occupy it or pay
for it.

Mr. G. R. Haywood appeared for the
plaintiff. The defendant did not put in
an appearance.

Giving evidence, Mrs. Thompson said
the defendant promised to take a room
at her house from July 20th at \$110 a
month, including partial board. The
defendant failed to take possession of
the room, which was reserved for him
until September 1st. During that
period, the defendant telephoned several
times and asked witness to reserve the
room for him.

His Lordship gave judgment for the
plaintiff, pending proof of service of writ.

HONGKONG BOXING ASSOCIATION.

GENERAL COMMITTEE'S REPORT.

The General Committee in their Report
for the year ending June 30th, 1923, say:—

From the Accounts it will be seen that
there is a balance in hand on the Gen-
eral Account of \$234.67 after making pay-
ment for the Tombstone over the grave
of the Association's first Manager, Mr.
J. C. Wildin, which was shown in the
suspense account for the previous year,
and on Tournament Account of \$843.55
which your Committee feel is very satis-
factory as owing to the early departure
of the Fleet last spring no April Tourna-
ment could be held.

The following Championships were won
during the Season:—The Heavyweight
Championship by C. P. O. Callaghan,
the Middleweight by A. B. Duncan,
the Welterweight by Stoker P. O. Morgan
and the Lightweight by A. B. Chadwick.
Mr. J. Scott Harston has very kindly pre-
sented belts to take the place of the
Middleweight and Welterweight Belts
which were won outright by A. B. Dun-
can and Stoker P. O. Morgan respec-
tively.

The following donations were made
during the year, \$100 each to the Gar-
rison Boxing Fund and that of the 2nd
Battn. The King's, and \$25 to the City
Hall Caretaker who has throughout had
the custody of the Ring. Out of the sur-
plus in hand at the end of the Season
the Committee have made the following
donations: \$100 to the Society of St.
Vincent de Paul, \$250 to Staff Sgt. Hunt
in appreciation of his services to the
Association, and \$50 each to the Hon.
Secretary on retirement and the Manager.

The ring purchased in 1922 has been
an unqualified success.
Under the rules of the Association all
the Officials (except the President and
Vice-Presidents) and Members of the
Committee retire at this Meeting. Mr.
Murdoch and Mr. Tinson have intimated
their desire to retire and do not seek
re-election as Official Referee and Hon.
Secretary and Treasurer respectively.
Mr. R. M. Dyer and Mr. J. Scott Harston
offer themselves for re-election as Chair-
man and Vice-Chairman respectively and
Mr. J. Brooks as Manager. Dr. Minnett
has been nominated as Official Referee,
and Mr. T. G. Bennett as Hon. Secretary
and Treasurer.

Messrs. F. C. Jenkin, S. J. Clarke, F.
C. Hall and W. Ward offer themselves
for re-election on the General Committee.
Under Rule 3, the Police have nomi-
nated Sub-Inspector Marks as their re-
presentative on the General Committee,
the nominations of the Navy have not
yet been received, and last year's Army
representatives will remain on the Com-
mittee pending the arrival of the New
Regiment.

The Hon. Mr. A. R. Lowe, who has
again very kindly audited the accounts,
retires, but offers himself for re-election.

SEQUEL TO A PIRACY IN

1922.

PROMISSORY NOTE LEADS TO ARREST.

A promissory note which a victim of a
junk piracy in January, 1922, was forced
to sign whilst in the hands of the pirates
has been the means of bringing to book
one of the alleged pirates. The prom-
issory note was for \$112. The victim
had been compelled to place his finger
prints on the note by way of signature.
Recently this victim, who lives at Aber-
deen, received a solicitor's letter asking
for the payment of the account. The man
reported the incident to the Aberdeen
Police Station and the police, after fur-
ther investigations, arrested a man at
Aplichaui, who is said to be the claim-
ant on the promissory note and who now
stands charged with having taken part
in the piracy. He was brought before
the Magistrate yesterday and charged
accordingly. At the request of Mr. Wel-
ster, who appeared for the defence, the
case was remanded for one week.

Sergeant P. F. James, outlining the case,
stated that whilst two fishing boats were
engaged in fishing in local waters a pirate
junk came alongside and, after firing a
number of shots at them, took the boats
in tow and made off towards Tam Kung
Tou in Chinese territory. On the way
one of the boats escaped but the other
was stripped of its valuables whilst the
master, the complainant in the present
piracy charge, was compelled to sign the
promissory note. It was this month that
the complainant had received a solicitor's
letter asking for payment of the prom-
issory note.

At this stage Mr. Webster appeared
in Court and said that a writ for pay-
ment of the note had been issued from
his office, which meant that he would
be appearing in the Police Court to de-
fend his client, whilst in the Summary
Court he would be appearing for the same
man as plaintiff's solicitor.

Continuing, Sergeant James said the man
had been placed on an identification
parade at Central Police Station the pre-
vious day and had been identified by six
people as having been one of the pirates.

INTIMATIONS

LOYAL ORANGE LODGE, No. 803.

HOLD their MONTHLY MEETINGS
at the UNION BUILDING, Kennedy
Road, the FIRST MONDAY in Each Month.

PASCEPORTARY.

The Imperial Grand Black Chapter of the
British Commonwealth No. 801, EASTERN
STAR, hold their Meetings at the same Hall the
SECOND MONDAY of Each Month.
Anyone interested should apply at the
above Hall.

TO LET.

OFFICES in UNION BUILDING—One
Room on Fifth Floor.
Apply
UNION INSURANCE SOCIETY
OF CANTON, LTD.

C. E. WARREN CO., LTD.

SANITARY ENGINEERS—
MONUMENTALISTS, &c.

OFFICES &
GODOWNS, 98A, WANCHI ROAD,
HONGKONG.

Have Received A New Stock of Native
Trapezoids—Lavatory Basins—Egg-
shell Heartbills, &c.

A Large Stock of Builders' Requisites.

Estimates Free for All Classes of Work—
Bath and Bath Room Fittings—H. &
C. Water Installations, Water Heaters
—Ranges—Sanitary and Flushing
Systems.

Monumental Works in Italian Marble
and/or Hongkong Granite.
Erected in Hongkong—Canton—Macau, or
Packed F.O.B., Hongkong.

A Large Assortment of Artificial Wreaths.
[1458]

THEATRE ROYAL

THE JASCHA HEIFETZ,

GRAND VIOLIN RECITAL
HAS BEEN

CANCELLED.

Those who have already booked Seats
may obtain a

REFUND

on application to

MESSRS. MOUTRIE'S.
[1421]

BOWERN & CO.,

No. 8, MUSEUM ROAD,

SHANGHAI.

Members British Chamber of Commerce
(Shanghai)—Mr. J. W. BOWERN, Fellow of
the Institute of Chartered Shipbrokers, Incor-
porated by Royal Charter, London.

SHIPPING AGENTS AND SHIPBROKERS.
For the Purchase, Sale and Charter of Vessels
of any Tonnage, Passenger and/or Cargo, New
and/or Old, with delivery China at Very Low
Prices.

SAVING OPERATORS, MARINE SURVEYORS
AUCTIONEERS, COAL MERCHANTS,
FREIGHT BROKERS, METAL MERCHANTS,
Machinery For Sale, New and Old in First
Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS
(Members Shanghai Share-Brokers' Assocn.
(Hon.).

Sole Agents for China:—
GREEN'S PATENT ANCHORS.
GREEN'S PATENT ANCHORS.

GREEN'S PATENT ANCHORS & CO., LTD. (Sheffield),
High-Class Steel Manufacturers (Tand-
Brand).

Catalogues and Price-Lists on application.
(Enquiries Welcome.)

Cable Address: BOWERN, Shanghai.
Codes: Bowern's, B.O.W., A.B.C.
5th Edition and Improved.

"Boy! A Good Smoke, my
Slippers and Armchair."

THE HONGKONG CIGAR STORE, LTD.

Do not supply Slippers and
Chair, but They do supply a
GOOD SMOKE. [63]

INTIMATIONS

NOTICE OF REMOVAL.

THE Office of the "HONGKONG DAILY
PRESS" have been removed to 1A,
CHATER ROAD (3rd floor), to which Address
all Correspondence should be directed.
Hongkong, 18th July, 1923.

NOTICE.

SMALL POX.

THE SANITARY BOARD hereby Notify
the Public that in view of the Present
Epidemic of Small Pox they are urgently
advised to protect themselves by VACCINA-
TION.
The following is a list of places at which
Chinese can receive Vaccination Free of
Charge:—

HONGKONG.
CIVIL HOSPITAL, Hospital Road.
TUNG WAH HOSPITAL, Po Yan Street.
CHINESE PUBLIC DISPENSARY, at Central
District, 3, Aberdeen Street.
CHINESE PUBLIC DISPENSARY, at Western
District, 105, Third Street.
CHINESE PUBLIC DISPENSARY, at Eastern
District, Stone Nullah Lane, next to
District Watchmen's quarters.
CHINESE PUBLIC DISPENSARY, at Shamshu-
po, 41, Yee Kuei Street.
And at the GOVERNMENT DISPENSARIES
Taipei.

KOWLOON.
GOVERNMENT DISPENSARY, 24, Nathan Road
Kwong Wah Hospital.
CHINESE PUBLIC DISPENSARY, at Yau-mat,
opposite Ferry Wharf, and Typhoon
Shelter.
CHINESE PUBLIC DISPENSARY, at Hungnam,
next to Kun Yam Temple.
CHINESE PUBLIC DISPENSARY, at Kowloon
City, in Lung Chau School, Kowloon.
CHINESE PUBLIC DISPENSARY, at Shamshu-
po, 41, Yee Kuei Street.
And at the GOVERNMENT DISPENSARIES
Taipei.
J. A. FRASER,
Secretary, Sanitary Board.
25th October, 1923. [1476]

THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, MIDDLESBRO,
LONDON & STRAITS.

The Steamship "BENVOLICH."

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., when-
ever and/or from the wharves, delivery may be
obtained.

No claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th Oct., will be subject
to reat.

All claims against the steamer must be
presented to the Underwriter on or before
the 10th Nov., or they will not be recognized.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th Oct., at 10 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 27th October, 1923. [1482]

S.S. "FORTHOS"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEIL-
LES, &c., in connection with above
Steamer are hereby informed that their
goods with the exception of Opium, Treasure
and Valuables are being landed and stored
at their risks into the Godowns of the Hong-
kong-Kowloon Wharf and Godown Co., Ltd.,
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo may be forwarded as unless
intimation is received from the Consignees
before Noon, To-day, requesting it to be landed
here.

Bills of Lading will be countersigned by
the Undersigned. Goods remaining unclaimed
after the 30th instant, at Noon, will be
subject to reat and landing charges.

All claims must be sent in to me on or
before the 2nd November, 1923, or they will
not be recognized.
All damaged packages will be examined on
Tuesday, the 30th instant, at 10 a.m., by
Messrs. Goddard & Douglas.
No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 24th October, 1923. [1463]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"NYANZA."

ARRIVED HONGKONG ON 27th OCTOBER, 1923.

FROM ANTWERP, LONDON, PORTSAID,
SUEZ, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-
named vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consignment
will be sorted out mark by mark and delivery
can be obtained as the Goods are landed.

Optional goods will be landed here unless
intimation has been given to the contrary
six hours before arrival of the steamer.
Goods not cleared within 8 days, including
date of arrival will be subject to reat.

No Fire Insurance will be effected by us in
these Godowns.
Damaged packages must be left in the
Godowns for examination by the Consignees, and
the Company's Surveyors, Messrs. GODDARD
& DOUGLAS, at 10 A.M., on Mondays and
Thursdays.

All Claims must be presented within ten days
of the Steamer's arrival here, after which date
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godown.
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 25th October, 1923. [72]

SOLVING THE HOUSING PROBLEM.

AIMS OF THE NEW HONGKONG COMPANY.

One of the main worries of a married man coming to Hongkong at the present time is as to where he can find reasonable accommodation for his wife and family during his sojourn in the Colony. "Hotel accommodation for a family is practically out of the question, whilst house rents have soared to a height which almost scares any man from coming into the Colony, and many young men who contemplate marriage are reluctantly compelled to defer it on this account to a more convenient season."

The Government scheme, placed before the Legislative Council last June by the Colonial Secretary (Mr. A. G. M. Fletcher), under which land is to be leased by the Crown to the public on a forty years' free leasehold for house building purposes, has in a measure opened up possibilities of a solution of this problem to a degree impossible without such a scheme. The new Company which is now being floated in the Colony—the Hongkong Development Building and Savings Society, Ltd.—is availing itself of this scheme, and the fact that it will meet a want which is acutely felt is indicated in the statement that:—"The promoters have already received about 2,000 applications from persons desiring to obtain the assistance of this Company in building homes for applicants."

For the purpose of gleaming further details regarding the running of the new Company our representative called yesterday on Mr. Fred Ellis, who is the Managing Director. Asked as to how the Company would operate, Mr. Ellis said the Company appeared first of all for the support of the big Companies and Corporations of the Colony. As the new Company would be filling a long-felt need he felt that it was the duty of the big concerns to subscribe to the Company's shares. By so doing they would be helping themselves out of their present difficulties. The Company would undertake to build homes for employees reasonably and well, and once sufficient houses for business house staffs were provided rents were bound to come down and the pressure on salaries would automatically be released.

Mr. Ellis, however, also pointed out that this was only part of the Company's scheme, for they intended to cater for all classes of the community. The Company would be prepared to grant mortgages on existing properties and to lend money to people on security to build their own homes. The Company would also, if their clients wished, be prepared to erect houses for people who wished either to own or to occupy them.

Discussing the dividend-paying prospects of the Company, Mr. Ellis informed our representative that on the savings department he expected to make quite a reasonable turnover. The investors' money would be put to some very useful purpose ensuring a good return, whilst in the building line he hoped to make a fair margin of profit, and between the two he saw no difficulty in being able to present a very favourable balance sheet to shareholders. Whilst the Company, he said, would cater for the public, the shareholders in the concern would have first preference. Shareholders desirous of taking advantage of the house building scheme would have first opportunity of using the resources of the Company, outsiders would also be catered for, but they would have to wait their turn. If they wished to have a house built they would have to wait until after the wishes of the shareholders had been served. Mr. Ellis added that there would be no distinction between Europeans and Chinese; both would be catered for. In this direction he pointed out that it was the intention of the Company to build European-style houses at Jardine's Look-out. There were to be no Chinese-style houses erected there, and Mr. Ellis added that most of the applications for houses on this site, which had been procured from the Government, were from Chinese. At first about 150 to 200 houses would be erected on this site, but later on, he thought, land would be available for the building of about 800 houses altogether.

Asked as to whether the Company would engage in the buying and selling of property as part of their business, Mr. Ellis said that he was definitely opposed to this. It was not what the Company was intended for, and he thought it would tend to keep prices up, which was the direct opposite of what the Company intended to do. The main idea of the Company was to assist people to build, and to build for them.

(Continued at foot of next column.)

COURT-MARTIAL.

THREE DESERTERS BEFORE THE COURT.

At a District Court Martial held at Murray Barracks, yesterday, presided over by Major W. P. A. Hatterley-Smith, D.S.O., three soldiers, who attempted to leave the Colony on the s.s. *President Grant* on September 7th were charged with desertion and with losing by neglect certain articles of their equipment.

The first man before the Court was Gunner G. F. Bettley, 83rd Co., R.G.A., who pleaded "guilty" to both charges, and handed in a written statement, which was not read out. Accused's record gave his age as 29 and year of enlistment 1920. He joined the 83rd Co. in July this year, and it was stated in his favour that since that date his conduct had been very satisfactory and he had held positions in which he had been entrusted with large sums of money.

The second accused was Pte. G. Christian, of the King's Regt. He pleaded "not guilty" to both charges.

Mr. A. S. Bridden gave evidence to the effect that he followed the *President Grant* out of harbour on September 7th in a steam launch. He was signalled to come alongside. He did so, and four men, dressed in civilian clothes, said to be stowaways, were put aboard his launch. Two of them gave their names as O'Grady and Spear. Mr. Bridden handed all four over to the Water Police. Acting-Sergt. Langley, of the Water Police, spoke to being in the charge room when the four men were brought in. Christian was one of them, and witness recognised him as a man who gave his name as Robert Spear.

Sergt. Fowler, gave evidence of receiving accused from Victoria Gaol in the name of Spear, and dressed in civilian clothes.

The accused told a story to the effect that he and two others had been living in Kowloon for about a fortnight. They went on board the *President Grant* to see if they could get some breakfast. As they were waiting for the meal to be prepared he sat on a bunk and fell asleep. When he awoke the ship was slowed down and he was handed over to Mr. Bridden.

Pte. J. Fowler, King's Regt., pleaded "guilty" to the charge of desertion, but denied losing his kit.

The sentences of all three prisoners will be promulgated in due course.

In reply to a question as to whether they expected any difficulty in getting houses erected at reasonable figures by existing contractors who were already fully occupied and therefore in a position to ask prices which only the well-to-do could afford, Mr. Ellis said that he anticipated no difficulties in that direction which he could not surmount. Pressed to make a more definite statement on the difficulty pointed out by our representative, Mr. Ellis very astutely replied that he would be giving away trade secrets if he published his plans for surmounting this formidable obstacle, but, as a little insight into the schemes he had in mind, he said the Company would even make its own bricks for house building. Arrangements for this and other things were well in hand. Then again Mr. Ellis said the Company would buy building material in very large quantities and at wholesale prices, which would be a great consideration to the person desirous of building a house.

Coming to the question of finances, our representative asked how soon the Company would expect to pay a dividend, pointing out that the general impression was that it would be some years before this would be possible. Mr. Ellis's reply was an emphatic one to the effect that the Company would pay a dividend on its first working year. Enlarging on his contention, Mr. Ellis said there would be a quick return on the Company's money, only a small percentage of which would have to be sunk in machinery. Whatver they paid out in the way of loans or on building material would be paid back in a very quick time, and for every dollar loaned a dollar would be debited against the borrower.

Asked as to the lines on which the Savings Bank department would be run, Mr. Ellis said it would be run on very modern lines, similar to that of any of the modern savings banks. There would be no restrictions on the investor. If he desired to withdraw his savings from the bank he would be able to do so, but their aim was to encourage people to save sufficient money to provide a margin towards building a home. If the investor put up a fair and reasonable margin the Company would do the rest on very reasonable terms. Regarding the Building Society, Mr. Ellis said the conditions would be of an elastic nature. It would be the aim of the Company to suit all classes of applicants. They would deal in the Society with the man who could buy his house outright after the Company had built it for him, and with the person who needed a house built on easy terms so as to suit his slender pocket.

Mr. Ellis said he considered the Company's scheme one of the finest that the Colony had had for many years. It was a scheme under which everybody would benefit.

LARGEST P. & O. LINER.

THE S.S. "MOOLTAN."

The *Mooltan* ran a series of successful trials in Belfast Lough on the 21st of September. Lord Jellicoe, the Chairman, and the Directors of the Company, embarked on her the following day, accompanied by Lord Pirrie, Chairman of Messrs. Harland & Wolff, and the chief officials of the P. & O. and Associated Companies, and she then left for Tilbury Dock, where she arrived at 9 a.m. punctual to schedule time, on the 24th September.

Her behaviour in a hard blow and a high sea when rounding the Lizard's End demonstrated her to be a beautifully steady ship, with a minimum of gentle movement at any wave angle; in quieter weather one might have been ashore, so imperceptible was her motion. She displayed, moreover, an entire absence of vibration, both during an hour's sea-run at full speed and when going at moderate paces. Commanded by Capt. S. Finch, O.B.E., R.N.R., she was programmed to sail for Bombay on October 28th, and will be followed a month later by her sister ship the *Malaya*.

The *Mooltan* marks a new phase in the later development of the P. & O. Company's fleet. A ship in the trade to Australia via Suez, that can house, dine and sleep in approved comfort six hundred and fifty-six saloon passengers, on levels two tiers or more above the main deck, must be, in size, above the average to which the trade is accustomed. The *Mooltan* is Messrs. Harland and Wolff's latest finished production, and is, in fact, the largest ship in the trade, and the largest yet designed to pass through the Suez Canal. In size, 21,000 gross tons, she equals the moderately big ships of the Atlantic. She is a noble-looking vessel, a typical "P. & O." and reproduces in her visible lines that roundness or softness of contour which, as old travellers to Sydney will remember, so notably distinguished the two Belfast ships of the 'eighties, the *Arctadia* and *Oceana*. This absence of anything approaching sharpness of line is accentuated in the *Mooltan* by her cruiser stern. A notable feature of the vessel is the excellence of her second saloon accommodation, which shares the advantages of the first-saloon in that all cabins are porthole cabins, and that the broad central fore and aft spaces on the bridge and shelter decks, dividing the port cabins from those of the starboard side, are filled by continuous ranges of bath-rooms and offices. No one, therefore, need go far for a bath.

There are berths for 327 first and 329 second-saloon passengers. The great length (325 feet) and beam (73 feet), resulting from the *Mooltan's* huge tonnage has rendered possible a very compact, roomy and convenient arrangement of her passenger accommodation, and full advantage has been taken of this in the ship's design. In broad outline the forward portion of the promenade deck sheltered over the full extent of its length by the boat deck above, is occupied by a range of roomy single-berth and two-berth cabins, among which are four suites, panelled in sycamore and furnished in Louis XVI style, each with a private bath-room adjoining. Here also are other bath-rooms for general use. Aft of these cabins is the first-saloon reading and music saloon—a pleasant apartment, panelled and framed in sycamore, stained silver grey, the furniture consisting of easy-chairs, settees, writing tables and an excellent grand piano. Aft of and detached from the music room is the first-saloon lounge or divan. The plan of this saloon provides a number of corner spaces in which are tables with comfortable seats for bridge or other uses. The lounge is lighted on either side by eleven big French windows opening on to the deck and a stained glass roof is carried up to a height of 22 feet. Few similar rooms in the best hotels are larger or loftier; none can be more pleasing. The walls are panelled in ivory white. From the lounge a short vestibule leads to the smoke-room, large and lofty and surmounted by an elaborately decorated stained glass dome. The walls are panelled and framed in cedar wood, and large French windows arranged in pairs, giving a charming effect to the whole. Access is had at the after end of the smoke room, to a sheltered verandah, with seats, tables and wicker furniture, which forms one of the ship's special attractions. The after part of this deck affords a wide promenade for second-saloon passengers, and throughout the promenade deck's length, from the cabin forward to the second promenade aft, stairways, conveniently placed, lead to the decks below.

The bridge deck is, as to four-fifths of its length, occupied by passenger first and second saloon cabins. These of the first-class are arranged in three-tier sets, each receiving air and light from its own porthole. These tiers consist respectively of three-berth cabins in pairs, arranged about an inner pair of two-berth cabins, these again enclosing, centrally, a single-berth cabin, all being entered from a short central alley-way. The same arrangement exists in the second-saloon portion, with the exception that the first pair of the series are four-berth cabins, the second pair and the cabin centrally placed being each arranged for two occupants. At the after end of this deck

(Continued at foot of next column.)

TIFFIN ON THE "LUNG SHAN."

A numerous Company were entertained at tiffin, yesterday, by the Chairman and Directors of The Hongkong, Canton and Macao Steamboat Co. Ltd., on board the Company's new steamer *Lung Shan*. Amongst those present were the Hon. Mr. P. H. Holyoak (Chairman) who presided, Mr. D. G. M. Bernard (Vice-Chairman), the Hon. Mr. J. E. Kemp, K.C., Hon. Mr. E. Irving, Hon. Mr. A. O. Lang, Hon. Mr. A. R. Lowe, Hon. Mr. Chou Shou-son, Commander Beckwith, R.N., Capt. W. E. Clarke, Dr. G. M. Harston, Messrs. E. D. C. Wolfe, G. T. Edkins, P. Lander, Percy Smith, J. M. Young, R. Sutherland, W. Adamson, A. H. Ferguson, G. Hogg, W. A. Dowley, V. Hogg (Canton), J. Read, R. McGregor, C. D. Melbourne, G. R. Sayer, E. Cock and many ladies.

After an enjoyable repast, the Chairman welcomed the guests on behalf of the Company and said he thought they would agree that in the construction of the *Lung Shan* the Dock Company "had done themselves proud," for she was the finest ship that had ever sailed the waters of the Canton River. (Applause.) He associated with the toast of the "Visitors" the name of the Harbour Master, who had earned the admiration and appreciation of all local shipowners by the efficiency with which he administered his Department, and by his willingness to help them in every way possible.

In acknowledgment, Commander Beckwith wished the *Lung Shan* a long career of useful service, good voyaging, and ever-increasing prosperity.

After an inspection of the ship, the comfortable appointments of which elicited general expressions of admiration, the gathering dispersed.

and adjoining one another are the second saloon smoking and music saloons, both of ample dimensions; with comfortable furniture; and pleasantly walled in pine, finished white, and mahogany, respectively. On this deck are also the surgeon's cabin and dispensary and the hospital cabins with, of course, their own bath-room on suit, all fitted in accordance with the best and latest practice at sea. The sick quarters are completed by a pair of isolation hospital cabins, bath-room and offices at the extreme after end of the boat deck.

Midway on the shelter deck below, and filling half its length, are the first and second dining saloons, with galleys, pantries and service rooms conveniently placed midway between them. The first dining saloon, receiving natural light and air on both sides from 36 large portholes, has seating accommodation for 330 passengers, with tables usually arranged for four or more persons on the restaurant plan. The room is plainly but pleasingly panelled in the Georgian style and finished throughout in ivory white. The second dining saloon is also finished in ivory white with a mahogany dado; and here, again, the tables are planned in restaurant fashion and the saloon lighted and aired on either side by large portholes arranged in pairs. Forward of the first dining saloon are more first-class cabins also arranged on the three-tier or tandem plan, all with outside portholes, and with plenty of bathrooms amidships; aft of the second dining saloon are triple-tiered cabins of the second class on the port and starboard sides, again with ample bath accommodation amidships.

The cabins include in the first-class a large number of single berth rooms while the majority of the second-class cabins contain two berths only. The ship has 3,000 electric lights and, moreover, possesses 1,000 bells which, together with an efficient system of telephones, ensures prompt communication between all her parts. The cabins are fitted with electric heaters which are under the passenger's control; and the public rooms also are electrically heated. Each cabin has a powerful electric fan of graduated speed and there is a reading lamp at the head of each bed in addition to the ordinary cabin lighting.

The *Mooltan* has two elliptical funnels of somewhat remarkable dimensions and two pole masts. She is divided by eleven bulkheads into twelve watertight compartments and her double bottom, consisting of oil and water ballast tanks, extends throughout her entire length. She has, like other ships of the fleet to which she belongs, large mail, bullion and baggage rooms and insulated store rooms for the carriage of her provisions, and her holds also are insulated for the carriage homewards from Australia of the large quantities of refrigerated produce which she will be capable of stowing.

She is propelled by twin screws actuated by two sets of inverted, direct-acting, quadruple-expansion engines, balanced, to eliminate vibration, on the Yarrow-Schlick-Tweedy system, and driven by steam, at a working pressure of 242 lbs. to the square inch, from six double-ended and two single-ended cylindrical boilers whose furnaces burn oil fuel under forced draught. The condensers are of the three-flow type with independent air and circulating pumps, electrically driven, and the auxiliary machines all work independently of the main engines. The engine and boiler rooms are ventilated by powerful electric fans.

The quality in the *Mooltan* which will form her chief claim to public approval is one which has been built on the practice of former years and is the product of the conservatism and experience which are the foundations of the P. & O. Company's building policy. That quality may be said to consist of a combination of comfort, elegance and efficiency.

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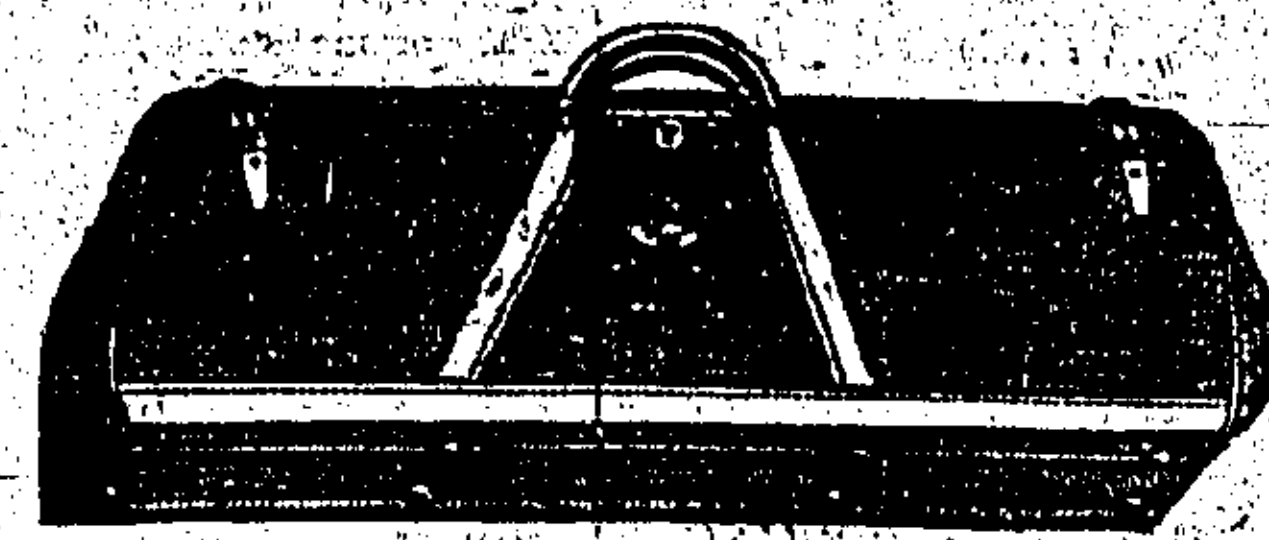
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CABLES.

EARLIER CABLES.

MR. BALDWIN ON BRITISH FOREIGN POLICY.

THE GERMAN PROBLEM.

LONDON, October 25th.

Mr. Baldwin the Prime Minister received an ovation at a mass meeting of 8,000 persons at Plymouth. In his speech he contended that the Government had a definite foreign policy, on which the Cabinet was entirely united, and had lost no opportunity of endeavouring to secure the common action necessary to end Europe's troubles. He said the Government had not followed up its Note of August 11th because immediately thereafter it became obvious that passive resistance in Germany might then be resumed. Then came President Coolidge's statement offering American participation, if invited by all the Allies, in Allied conference, or to be represented by experts on any committee of experts under the auspices of the Reparations Commission. The Government immediately addressed the Allies, strongly urging a prompt affirmative reply. He had had the pleasure of meeting M. Poincaré and establishing relations which made it perhaps not too difficult to say what he was going to say now viz: "M. Poincaré represents the opinion of practically the whole of France, and I beg him to consider for himself and his nation, for us and for the world once and twice, and three before he refuses this invitation."

Mr. Baldwin reiterated the Government's well-known policy with regard to reparations, and declared that the disintegration or disruption of Germany must put back for years her power to make reparations. We could not contemplate the breaking off of any part of Germany into a separate State, for that would immediately break the Treaty of Versailles. The position was grave, but "it is inconceivable to me that when the opportunity presents itself, as at present, for a chance of a settlement, there should be anyone who would refuse it."

INTERNAL QUESTIONS.

Referring to unemployment he denied that the Government intended to depart from a sound financial policy. The Government was not pursuing any policy of active deflation, and it certainly did not propose to proceed in the direction of inflation. Referring to unemployment in the shipyards, he announced that the Government had decided to lay down several light cruisers for replacement of the County class, which were many years overdue. The building programme was in strict conformity with the terms of the Washington Conference, and was merely anticipating work which must in any case be undertaken in a couple of years' time.

Mr. Bonar Law's fiscal pledge bound him, and in this Parliament there would be no fundamental change. He could not see that any slight extension or adaptation of principles hitherto sanctioned by the legislature were breaches of the pledge, but if at any time he were challenged, he would always be willing to take a verdict. He had come to the conclusion that the only way to fight unemployment was by protecting the home market. (Prolonged cheers.)

LATEST CABLES.

CONSERVATIVE PARTY'S PROGRAMME.

DEFENCE OF INDUSTRIES AND EMPIRE DEVELOPMENT.

LONDON, October 25th.

The Rt. Hon. Sir Samuel Hoare (Secretary for Air) in a speech at Salisbury amplified Mr. Baldwin's reference to taking a verdict. He said that we had reached the most important moment in the history of the Conservative Party. Mr. Baldwin would, sooner or later, ask for a mandate to carry out a great constructive programme for the defence of our industries and the development of the Empire. It was not a repetition of the old tariff reform and free trade controversy, but was a programme which would solve the problems of unemployment and the restoration of the agricultural industry.

EARLIER CABLES.

GENERAL SMUTS' SPEECH.

COMMENT AT HOME AND ABROAD.

LONDON, October 25th.

General Smuts' speech, which was broadcasted by wireless, and was heard not only all over Britain but probably in Paris and a large part of the Continent, continued the absorbing topic. That section of the Press which is generally anti-French in tone acclaimed General Smuts as a statesman capable of leading Europe out of the abyss by an appeal to moral force, speaking with a directness and vigour hitherto not evidenced by any British statesman; while the pro-French organs deplored his "unfortunate incursion" into foreign politics without the necessary equipment. It is pointed out that the undefined position of General Smuts is convenient in enabling him to say things which it is desirable to say without investing them with the atmosphere of a formal declaration. Some of the papers declare that General Smuts' views are those of all the Overseas statesmen in London.

The Duke of Devonshire, speaking at a banquet in honour of the Dominions delegates in London, said he was profoundly thankful to General Smuts for his contribution towards a solution of the greatest existing problem. The Duke felt that when the representatives of the great Dominions knew they could come here with full liberty of thought and speech, it was emblematic of the conditions under which we were governed.

GREAT INTEREST IN FRANCE AND AMERICA.

There has been little comment in the French Press so far. The *Westminster Gazette's* diplomatic correspondent says that French opinion is shocked and surprised, and is momentarily inclined to refuse all idea of an international conference. It asserts that M. Poincaré will never sit at the same table with General Smuts after the latter's speech. The *Temps* denounces the "venomous attack on France." The *Echo de Paris* sees the existence of concerted action between the "anti-French diatribes" of Messrs. Lloyd George and McKenna and General Smuts and the sudden outbreak of German lamentations before the Reparations Commission.

A New York message says General Smuts' speech has aroused great interest, and is lengthily quoted in the newspapers on their front pages, being splashed with big headlines. The speech is regarded as a reply to the efforts of the "diarch" British Ministers to muzzle the Imperial Conference. It is pointed out that General Smuts' speech was delivered within twenty-four hours of the speech by Mr. Lloyd George at Indianapolis also urging an international conference on the subject of reparations.

AMERICA FAVOURS INTERNATIONAL CONFERENCE.

LONDON, October 25th.

A flood of light on General Smuts' reference in his speech to the fact that negotiations are afoot to hold a conference of Powers regarding reparations, is thrown by the publication of important telegrams which passed a few days ago between Lord Curzon and Mr. Hughes, the American Secretary of State.

The British Foreign Secretary asks if the United States still adheres to Mr. Hughes' declaration last December when he suggested that an international conference be held to assess Germany's capacity to pay and consider an appropriate financial plan to ensure such payments. Mr. Hughes replies affirmatively, and emphasises that the United States does not desire to see Germany relieved of the responsibility for the war or her just obligations, but he is of opinion the conference should be advisory. As Governments are naturally unwilling to bind themselves in advance, the United States reserves its decision as regards participation in the proposed enquiry unless the European Powers be unanimous regarding the holding of same.

Lord Curzon in his preliminary observations refers to the intellectual proposal by the British Government to the Allies for a solution of the reparations question, and believes if there be no common action, not merely Germany but the whole of Europe would appear to be drifting to economic disaster; therefore he appeals for the co-operation of the United States Government, which Britain believes will be an essential condition of any real advance towards a settlement. Lord Curzon points out that America's disinterest is greater than that of the European Powers. She is vitally concerned in a solution of the European problem, if only because it involves the question of Inter-Allied debts. He says Britain has always heartily approved of Mr. Hughes' declaration made in December, but France disapproved. Lord Curzon welcomes the recent statement by President Coolidge that the American Government adheres to the December declaration, and asks, in the event of the holding of an enquiry, whether Britain and the majority of the Allies could still hope for American co-operation, even though complete unanimity be not forthcoming at this end; alternatively, if America will co-operate, assuming the proposed enquiry be entrusted to the Reparations Commission. Lord Curzon says the Government is speaking in the name of the whole British Empire as represented in the Imperial Conference, and expresses a desire to receive any American suggestion.

(Continued at foot of next column.)

LATEST CABLES.

INTERNAL AFFAIRS IN GERMANY.

STARVATION IMMINENT IN OCCUPIED TERRITORIES.

BERLIN, October 25th.

In a speech at Hagen, Herr Stresemann, who was wildly cheered, bitterly complained of Franco-Belgian support of the Separatists as the worst branch of treaties. He said that Germany had reached the end of her economic strength and turned to the charitable institutions of the whole world to prevent starvation of the populace in the occupied territory. He declared that a decision must soon be taken as to whether the Rhineland and Ruhr would belong to Germany, and hoped that the differences between Bavaria and the Reich would be composed as a result of the recent conversations at Berlin. The latter was taking a hand to see that the Palatinate remained with Bavaria.

EARLIER CABLES.

FAILURE OF REPUBLICANS.

BRUSSELS, October 25th.

Reports received state that the German police early this morning attacked the Separatists installed in the Government offices at Aix-la-Chapelle, but unsuccessfully. It is reported that five police and two Separatists were killed.

LIEGE, October 25th.

It is stated that the Separatists have retired from most towns in the Belgian zone, where the Republic was proclaimed.

KRUPPS' DIRECTORS LIBERATED.

BERLIN, October 25th.

The *Kölnische Zeitung's* Essen correspondent learns that Herr Krupp, together with three of his directors imprisoned at Düsseldorf, have obtained release for a period of seven days on the ground of pressing business. It is stated that the question of releasing other political prisoners is being discussed.

It is believed that the liberation of the Krupp directors is the beginning of extensive releases.

LATEST CABLES.

MACEDONIAN MUTINY ENDED.

ATHENS, October 25th.

A communiqué states that the remaining mutineers have surrendered and the mutiny has now been put down throughout Macedonia.

essential condition of any real advance towards a settlement. Lord Curzon points out that America's disinterest is greater than that of the European Powers. She is vitally concerned in a solution of the European problem, if only because it involves the question of Inter-Allied debts. He says Britain has always heartily approved of Mr. Hughes' declaration made in December, but France disapproved. Lord Curzon welcomes the recent statement by President Coolidge that the American Government adheres to the December declaration, and asks, in the event of the holding of an enquiry, whether Britain and the majority of the Allies could still hope for American co-operation, even though complete unanimity be not forthcoming at this end; alternatively, if America will co-operate, assuming the proposed enquiry be entrusted to the Reparations Commission. Lord Curzon says the Government is speaking in the name of the whole British Empire as represented in the Imperial Conference, and expresses a desire to receive any American suggestion.

Mr. Hughes in reply insists that there should be no grounds for an impression that if the London Conference he called it will aim at relieving Germany of her obligations or that resistance to the fulfilment of obligations will be in any way supported. He refutes the argument of Lord Curzon that the United States is interested because the question of the Inter-Allied debt is involved, as he contends that the practicability of methods to secure reparations, and the Allied payment of debts to the United States constitute distinct obligations. He adds that the United States cannot appoint a member of the Reparations Commission without the consent of Congress, but no doubt a competent American will be willing to participate in the economic enquiry. The reply reiterates the desire of the United States to lend assistance towards re-establishing peace and the economic restoration of Europe.

EARLIER CABLES.

AMERICA AND EUROPE.

DEFINITE POLICY ESSENTIAL.

New York, October 25th.

Opening his campaign for the Democratic Presidential nomination, at Dallas, Texas, Senator Underwood declared that America had surrendered the leadership in the world affairs, and was losing herself in partisan politics. "The plain duty that lies ahead of us is a return to the principles guiding America in the Great War, to have and exercise a definite Governmental policy in Europe, that will function by peaceful means, aiming at the establishment of stable government and re-establishing of stable financial and business conditions, aiding in the international understanding that will close the door to war."

ECONOMIC CONFERENCE.

EXPERTS CONSIDER CURRENCY QUESTION.

LONDON, October 25th.

The Economic Conference has begun consideration of reciprocal judgments and currency, by a committee of Imperial experts assembled at the Foreign Office. The agenda includes whisky-running in the United States, and the treaty-making powers of the Dominions, when the question of the recent Canada-American fisheries treaty will undoubtedly arise. Mr. Baldwin was unable to attend to-day owing to his departure for Plymouth to deliver a speech at the Conservative Conference.

MORE SUPPORT NECESSARY FOR LON.

LONDON, October 25th.

At a League of Nations Union dinner to members of the Imperial Conference, over which Professor Gilbert Murray presided, General Smuts, Mr. Bruce and the Maharajah of Alwar were present.

Lord Robert Cecil, apologising for his absence, declared that the machinery of the League was sufficiently sound. What was required was more popular support.

INTERNATIONAL CONFERENCES ON OPIUM.

GENEVA, October 25th.

The League of Nations Council has provisionally decided to hold the first of two conferences to deal with practical means of carrying out the Hague Opium Convention of 1912 next July. All the States having territories in the Far East will be represented. The second conference will be held immediately afterwards. The Council will decide at its next session whether all the League members should be invited, or only the parties to the 1912 Convention.

UNIONIST PARTY CONFERENCE.

LONDON, October 25th.

Thirteen hundred delegates are attending the Unionist Conference at Plymouth, the first since the breaking up of the Coalition. The conference has passed a resolution affirming that the welfare of the country depends on a closer economic union with the Dominions, and laying stress on the vital importance of inter-Empire trade.

LLOYD GEORGE MEETS U.S. PRESIDENT.

WASHINGTON, October 25th.

Mr. Lloyd George arrived here, and called on Mr. Hughes. Later he had lunch with President Coolidge and the Cabinet members.

IRISH DEPORTEES COMPENSATED.

LONDON, October 25th.

The Irish Deportees Compensation Tribunal in London has awarded an aggregate of £2,941 to three men and three women deported from Britain to Ireland last March, compared with their claims for £20,300.

WESTMORELAND REPORTED SAFE.

LONDON, October 25th.

The s.s. *Westmoreland* has been signalled 250 miles west of Valencia. A New York message says the erroneous report that the *Westmoreland* was sinking was brought to Newport News by the master of a Danish steamer, whose good faith is unquestioned. His operator evidently misinterpreted the wireless.

LATEST PRICE OF MARKS.

LONDON, October 25th.

Marks are now quoted in London at 450-550 milliard to the pound sterling.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINESE RAILWAY GUARDS' BUREAU.

DIRECTOR GENERAL APPOINTED.

PEKING, October 25th.

An extraordinary session of Parliament was inaugurated this morning. There was a large attendance of members.

The Cabinet yesterday afternoon resolved to appoint General Tang Tsai Li Director-General of the Railway Guards Bureau. This announcement has created a favourable impression in diplomatic circles.

It is understood that General Munthe has been offered the post of Co-Director-General, but it is uncertain whether he will accept.

General Tang Tsai Li was Vice-Chief of General Staff and President of the Military Council under Yuan Shih Kai. He also served as Military Attaché at London and is generally considered one of the most efficient Chinese officers.

HOLLAND'S DEFENCE POLICY IN EAST INDIES.

THE HAGUE, October 25th.

In the Second Chamber, the Foreign Minister, M. Karnebeek, defended the Bill for the defence of the East Indies from the international standpoint. He said the Washington Treaty did not remove the causes of Japanese-American tension, which consisted in the antithesis of interests between America and Japan in regard to China as a market. This tension would not decrease if Europe absorbed less American products. The compulsory jurisdiction of the Permanent Court of International Justice was only accepted by a small number of States. They would therefore continue the preparations deemed suitable for the maintenance of peace. The safety of the State demanded that they take account of certain facts for which Holland was not responsible.

UNEASINESS IN CHINA.

GRAVE WARNING FROM AMERICA.

WASHINGTON, October 25th.

Following the receipt of information that the town of Changsha where the Yali Missionary Institute is situated had been bombed during hostilities between warring Chinese factions, China has been notified that the American gunboat stationed at Changsha would return the fire of any guns directed against the property of American nationals.

[FROM THE "DAILY BULLETIN"]

CHINA'S UNSECURED FOREIGN DEBTS.

SHANGHAI, October 24th.

The Shanghai Bankers' and Native Banks' Associations have telegraphed to the Inspector-General of Customs protesting against the Note from the Diplomatic Body on the 14th inst.

The Associations are surprised that the Diplomatic Body are so impatient, as the Financial Reorganization Committee will certainly devise means to settle all unsecured foreign debts.

The Associations view the matter with the greatest concern, and they point out that the terms of the various internal loans provide for the Customs surplus as security, whereas the foreign loans are all secured on something else. Therefore, the internal loans have a preferred claim on the surplus over all other loans, and therefore, they refuse to acknowledge the claim of the Diplomatic Body that the foreign loans have preference over internal loans in the question of security.

JAPANESE AMBASSADOR'S CREDENTIALS.

PEKING, October 25th.

Mr. Yoshizawa's credentials arrived this morning and were presented this afternoon to the Waichiao.

CHINA'S PARLIAMENTARY ELECTIONS.

PEKING, October 25th.

Preparations for the next Parliamentary elections have commenced, the Newpu appointing Wang Sangyu to make the necessary arrangements.

AN FU GENERALS RESTORED TO FORMER TITLES AND MERITS.

PEKING, October 25th.

President Tsao K'ar issued a Chingling mandate yesterday restoring the An Fu Generals Liu Han, Han, Wu, Tang-han, Chang Shao-yuan and Wu Ping-hang to their former titles and merits.

THE REAL CHINA.

ADDRESS BY PROF. MIDDLETON SMITH AT PORTSMOUTH.

A NATION OF PASSIVE RESISTERS.

The following report is taken from a Portsmouth paper—

The President of the Portsmouth Brotherhood (Councillor W. R. Ward), in introducing Professor C. A. Middleton Smith, M.Sc., M.I.M.E., J.P., of the University of Hongkong, as the speaker at a recent meeting, said that they could be proud of a man belonging to Portsmouth who so ably performed his job in Hongkong.

Mr. John Harris was the Scripture reader and also led the prayers. The choir sang "The Newquay Fisherman's Song" before the address.

Professor Middleton-Smith, prefacing his talk on "The Chinese and Civilization," said that for a man who had lived by lecturing for 23 years, he felt genuine pleasure and inspiration in addressing such a gathering of men in his native town. There were many vague and wrong opinions held by people concerning the Far East. To some China was only known as a land where the people lived on bird's-nest soup and the women wore trousers. With great respect to his own countrymen, he believed that China was the most remarkable country on the face of the earth. Despite the popular conception of its people being uncivilized, it possessed 4,000 years of history second to that of no other nation, and had collected a literature that was the most wonderful on record. Although some times regarded as barbarians, the Chinese, from the material aspect, had much to show. From China we had learned the art of printing.

A TOLERANT PEOPLE.

The people excelled in the great moral truths contained in their ethics and philosophy. One outstanding truth in their literature and conduct was tolerance, a lesson that Europe might take to heart. In Hongkong and the Treaty ports of China, business to the sum of millions of pounds was transacted by word of mouth, without any legal forms whatever, and no Chinaman was known to dishonour his word. It was a fact that from Asia had come all the religions of the world. We had imbibed our teachings from the Old Testament instead of from the New, and the assumption that we were the chosen people had made us contemptuous for others. Tolerance did not shine in our early history. When, as Ancient Britons, we were painting our bodies, the Chinese had a literature of their own, and there were no religious persecutions in China.

The basis of their philosophy was that moral action was higher than physical force. It was true that they had been invaded, and had had to fight for their homesteads, but it was more remarkable that the very conquerors had been absorbed into the population. The Chinese were in actual fact a nation who were "too proud to fight."

China was a country that contained about eighteen Great Britains in size, and held a quarter of the human race, yet there was less difference between the people of the North and South than between men of Northumberland and Cornwall. They had different dialects, but a common outlook.

COMPREHENSIVE LITERATURE.

The Chinese had a wonderful literature, and one written language. Their four great religious books were read by every educated man, and committed much to memory. These books were the basis of Government examinations, containing, as they did, knowledge on ethics, politics and science. A comparison in English literature might be made with the Bible, Shakespeare's Works, Emerson's Essays, and John Stuart Mills' political science. One result of these books and their teachings was a contented people. The rebellions were but surface ripples; it was the deep under-currents that counted.

Of the three great principles that underlie government in China, the first was that a nation must govern by moral suasion instead of physical force. The second was that the wisest and ablest men must be enlisted in the service of the state. Our Civil Service examinations were borrowed from the Chinese. Lastly, it was held that there was no divine right of kings, and that the people had a right and a duty to depose a king found out in active wickedness or indolence.

The Chinese had a word with double meaning, which meant publicity and justice, one and the same thing. That was why Chinese rulers often issued edicts to justify themselves.

PHILOSOPHY SUMMED UP.

Their philosophy contained three constant fundamental convictions. They believed that there was a fundamental unity underlying all phenomenal variety in the universe; that in all change there was a harmonious order; and that at birth a man's nature was wholly good. One blot on Chinese civilization was the position of women, the outcome of polygamy. But this could be said about the matter. That once a man took a woman into his household he never deserted her. The outlook of Europe was largely dynamic, that of China static. The Chinese family was the chief unit, greater than the Government.

While great students of men, the Chinese had not learned to control the forces of nature. They were a nation of passive resisters, and in this category of men they put the scholar first, then the agriculturist, the artisan, the merchant, and the soldier, in the order given. They did not like the Japanese, because of their aggressiveness.

The Chinese were responsive to generous and helpful treatment, and this should be remembered by the Westerner in his dealings with them.

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Steamers	Tonnage, d.w.	Arrival
Hindenburg ...	12,350 tons	16th November.
*Eml Kirdorf ...	9,000 tons	Middle December.
*Schoer ...	12,300 tons	1st half of January, 1924.
*Albert Vögler ...	9,000 tons	1st half of February.

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer ...	9,000 tons	20th November, 1923.
Hindenburg ...	12,350 tons	Calling at Manila.
*Eml Kirdorf ...	9,000 tons	—
*Schoer ...	12,300 tons	—
*Albert Vögler ...	9,000 tons	—

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GERMAN COMPETITION. MENACE OF THE FUTURE

The severity of the competition from Germany which is menacing our shipbuilding and engineering industries was emphasized by speakers at a dinner given at Olympia on September 13th, in honour of overseas visitors to the Shipping, Engineering, and Machinery Exhibition.

Sir Charles Parsons, the president of the exhibition, occupied the chair. The toast of "The World's Shipping and Engineering Industries" was proposed by Lord Abernethy, who said that there was in Great Britain no lack of inventive power, commercial energy, and efficiency in workmanship; but, from the commercial and political point of view, there never was a time when the shipbuilding and engineering trades were in greater need of support. In forty years' experience he could not recall any period when there was such depression. The great shipbuilding companies had more tonnage than they knew what to do with. Some of the vessels, and especially was this the case in the North Atlantic trade, crossed at a loss. So far from ship-owners being in a position to order more ships, they had millions of pounds worth of bills outstanding. In the engineering industry very much the same conditions prevailed. It was impossible to say that there was a single branch of the engineering trade which was in a flourishing condition. The question was, Would the trade come back to us? The world must have more ships, more railways, more engineering appliances, and metallurgical products of all kinds, but would we get that trade or would it go to Germany? The other day tenders were invited for a ship, and the lowest quotation in Great Britain was 40 per cent. higher than that of a good German firm. In another case the German quotation for some colliery winding plant was 25 per cent. less than the lowest English price. Present costs of production showed an increase of from 50 to 100 per cent. on pre-war costs. Unless those costs were cut down how were we to compete with great manufacturing countries like Germany, whose costs were negligible compared with our own?

Germany had just perpetrated the most enormous swindle in the depreciation of the mark that the world had ever seen. For the last four years she had been selling for gold in every market in the world, and there were from four hundred to five hundred millions of gold banked in safe banks in Amsterdam, Brussels, and New York to the credit of the German swindlers, who had been reducing the German currency to its present conditions. These same men had spent money in putting their concerns in order and equipping them with the most modern appliances. Every form of indebtedness in Germany had disappeared, and the owners of the great shipbuilding and engineering concerns had clean sheets. Half the Cabinet said we should set Germany on her feet, and that she would then pay her debts. He was somewhat of an optimist, but that went too far. (Hear, hear.) If Germany were set up again and France were out of the Ruhr she would snap her fingers at us, and we would never see any reparations. (Hear, hear.) The policy of the other half of the Cabinet was to force Germany to pay reparations, and then there would be fair play in international competition. The French, with their keen sense of logic, were going to make Germany pay reparations, and he regretted that there should be any feeling in France that we were not with them on that point. (Cheers.)

Sir J. Fortescue Flannery replying, said that if we could persuade our workpeople that it was wrong and foolish for them to stand idle under strike conditions while Germany and Holland were filled with orders, we should have gone a long way towards curing the present state of unemployment. He felt convinced that the knell of our industrial death had not yet sounded, and that with wiser counsels the old domination of British manufactures would prevail, and in years to come Britain would still lead in peace as in war. (Cheers.)

WIRELESS WONDER. MOTOR CARS BROUGHT TO SUDDEN STOP.

There has been an astounding sequel to a report from Paris that the Germans had found a means of stopping the action of the magnets of an aeroplane in flight.

Mr. George Witte, the Berlin correspondent of the *Chicago Daily News*, describes how he set off on a 200-mile motor car journey, and was warned to take food for 20 hours, and to be prepared to spend a night in the open as certain scientists were arranging to make some important secret experiments.

Mr. Witte's car was one of a number that left Berlin in a procession. They reached a distance of 150 miles from the capital, when all of a sudden every car in the line stopped dead. Every driver thought something was wrong with his car and struck out his hand as a signal to stop the car following. This was needless as all the cars had stopped as though by magic. Everybody wondered what the trouble was. Every driver of all the twenty or more cars tried to start his machine, but it would not budge an inch. Then, says the correspondent, the mysterious leader came up to the group of us. "It is Nauen," he said. Nauen was then about forty miles away.

"That big wireless station has stopped all our cars by sending out waves that stopped our magnets. It is a new invention. A special wave is being used. This experiment is the first of a series which will be applied eventually to aeroplanes, electric trains and even submarines. If every trial proves as successful as this, warfare in the future will be completely revolutionized."

Donald Mathieson, of Edinburgh, won the Boys' Golf Championship, defeating the holder, Hugh Mitchell, of Sandwich, by 3 and 1.

LEG SAVED BY ZAM-BUK!

Police Officer Describes How It Ends Suppuration and Heals Old Wounds.

Old wounds, ulcers, etc., that persistently refuse to heal under any other treatment soon yield to Zam-Buk. The following experience of Mr. Eric Blong, of the Baluchistan Police Force, Main Cantonment, Thana, Quetta, India, is typical of Zam-Buk's unrivalled healing.

"Last year whilst training at the Punjab Police School, Phaliaur," says Mr. Blong, "I was badly kicked by a horse and sustained serious injuries to my leg. It was deeply cut down to the bone and fearfully swollen and inflamed. Foul flesh formed, and the limb was full of a dreadful throbbing pain. The doctor treated me with every possible care, but on learning that there was little likelihood of the wound healing for a considerable time, I sought other advice."

"I had been laid on my back for weeks, when one day a friend came and told me about Zam-Buk. He said it was the very thing to save my leg. I soon had a box of this famous herbal balm obtained and commenced to use it. There was every sign that the healing was making rapid and splendid progress within a few days. Zam-Buk was practically instantaneous in soothing pain, and it quickly cleansed the deep sore of all corruption and foul matter, so that the place became clean and healthy-looking. As I continued to apply Zam-Buk, perfect and complete healing was obtained, and the old wound thoroughly repaired with strong new skin. It is entirely due to Zam-Buk that I was soon able to resume parades, and take my customary active part in general field sports. Even the Station doctor was surprised at this demonstration of Zam-Buk healing."

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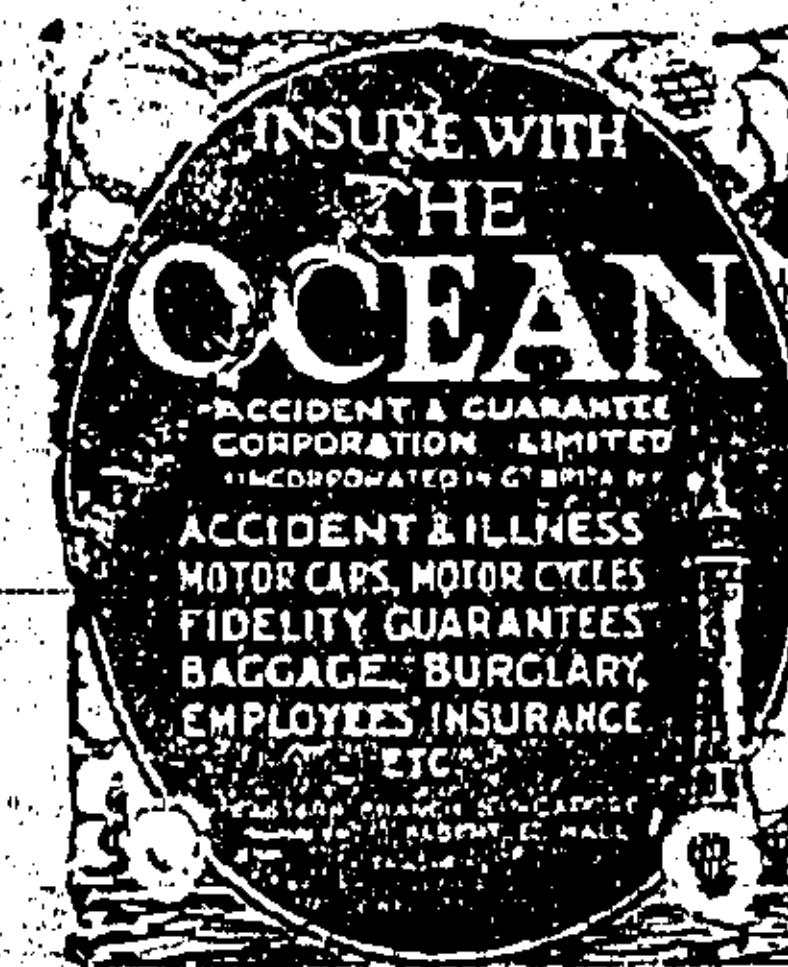
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TIENTSIN ...	"CHONGSHING" ...	Sunday, 28th Oct. D.L.
SHANGHAI via SWATOW ...	"TAISANG" ...	Sunday, 28th Oct. D.L.
HAIPHONG via HOIHOW ...	"LOKSANG" ...	Sunday, 28th Oct. 10 a.m.
BANGKOK via SWATOW ...	"KWONGSANG" ...	Sunday, 28th Oct. 10 a.m.
ANTUNG via SWATOW ...	"WAISHING" ...	Wednesday, 31st Oct. D.L.
SHANGHAI & TIENTSIN ...	"KUTSANG" ...	Wednesday, 31st Oct. D.L.
KOBE via AMOY & SHANGHAI ...	"CHUNANG" ...	Thursday, 1st Nov. 8 a.m.
BANGKOK via HOIHOW ...	"YUSANG" ...	Friday, 2nd Nov. D.L.
SANDAKAN ...	"WINGSANG" ...	Friday, 2nd Nov. 3 p.m.
SHANGHAI via NINGPO ...	"FOOKSANG" ...	Saturday, 3rd Nov. 3 p.m.
MANILA ...	"YATSHING" ...	Wednesday, 7th Nov. D.L.
STRAITS & CALCUTTA ...	"NAMSANG" ...	Monday, 12th Nov. 3 p.m.

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SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when latest news is offered.

BORNEO LINE—Fortnightly sailings to and from Sandakan by a 4,000 tons steamer, "HINSANG" and a 2,000 tons steamer, "MAUSANG". Both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao-tung.

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"GLENGARRY" ...	15th Nov.	"GLENGARRY" ...	19th Nov.	Genoa, London, Rotterdam & Hamburg.
"GLENGARRY" ...	29th Nov.	"GLENGARRY" ...	3rd Dec.	Genoa, London, Rotterdam & Hamburg.
"GLENGARRY" ...	13th Dec.	"GLENGARRY" ...	17th Dec.	Genoa, London, Rotterdam & Hamburg.

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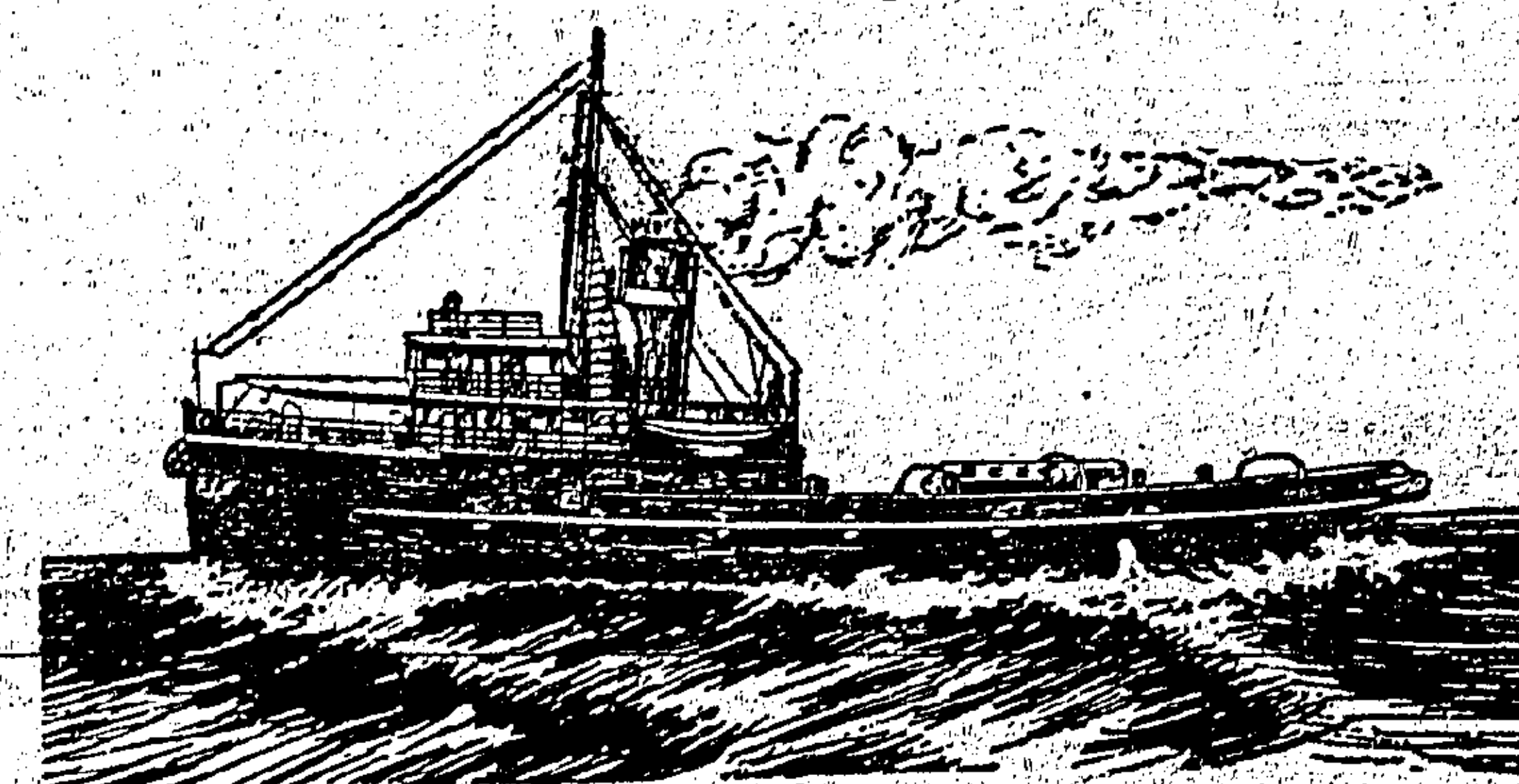
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SHIPPING NEWS

ARRIVALS

October 25th.
Kintex, Chinese str., 2,037 tons, Capt. N. Mesugi, from Chinwangtao, with a cargo of coal, lying at buoy No. 1810. —Doddwell & Co.

Sault, Portuguese str., 410 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf. —Po On S.S. Co.

Fan, Overstraten, Dutch str., 2,830 tons, Capt. H. O. Bron, from Amoy, with a general cargo, lying at buoy No. A23. —J.C.J.L.

Yei Maru, Japanese str., 1,024 tons, Capt. K. Okutani, from Kowloon, with a cargo of coal, lying at buoy No. B56. —Suzuki & Co.

Amakusa Maru, Japanese str., 2,333 tons, S. Tabata, from Swatow, with a general cargo, lying at O.S.K. wharf. —O.S.K.

Amakusa, British str., 3,134 tons, Capt. Wm. S. McKenzie, from San Francisco and Kobe, with kerosene oil, lying at A.P.C. wharf. —Atlantic Petroleum & Co.

Amakusa Maru, Japanese str., 4,823 tons, Capt. S. Ain, from Hamburg and Singapore, the latter port she left on October 20th, with a general cargo, lying at buoy No. A10. —O.S.K.

Bakersfield, American str., 3,543 tons, Capt. R. J. Healy, from Seattle and Japan, she left Osaka on October 20th, with a general cargo, lying at Kowloon wharf. —Admiral Oriental Line.

Colman, Portuguese str., from Macao, lying at buoy No. B22.
Glenn, British str., 4,731 tons, Capt. R. Hill, from Singapore, with a general cargo, lying at Holt's wharf. —R. & S.

Kuiper, French str., 177 tons, Capt. A. Mareschini, from Pakhoi, with a general cargo, lying at buoy No. C40. —Sing Kee.

Prosper, Norwegian str., from Canton, lying at buoy No. C44.
Sanyo Maru, Japanese str., from Canton, lying at buoy No. B31.

Sinkiang, British str., from Canton, lying at buoy No. B9.
Taisang, British str., from Canton, lying at buoy No. C41.

Tjinnak, Dutch str., 3,960 tons, Capt. D. Pals, from Chinwangtao and Amoy, with a general cargo, lying at buoy No. A40. —J.C.J.L.

Tongler, Chinese str., 585 tons, Capt. T. Azuma, from Chefoo, with a general cargo, lying at buoy No. C42. —Yun Tai Hong.

CLEARANCES

October 26th.

Amoy Maru, for Shanghai.
Binhung, for Bangkok.
Hsiehling, for Swatow.
Hsingyung, for Saigon.

Kanungwa Maru, for Singapore.
Kwangtung, for Shanghai.
Mingyang, for Manila.
Yongking, for Shanghai.

Yongking, for Hoibow.
Nanyo Maru, for Canton.
Shanhai Maru, for Kowloon.
Sinkiang, for Shanghai.

Sault, for Kwang Chow Wan.
Tanyo Maru, for Shanghai.

PASSENGERS

ARRIVALS

Per s.s. Amakusa Maru, on October 26th. —Mr. S. C. Ramsay.
Per s.s. Glenn, on October 25th. —Mr. C. W. Swire.

DEPARTURES

Per P. & O. s.s. Nympha, on October 26th. —Lieut. F. S. Billings, Mr. R. V. Harris, Mr. E. J. Traynell, Mr. B. C. Casady, Mr. A. Nasmith, Mrs. B. C. Young, Mr. J. S. Hasie, Mr. F. W. Barber, Mr. R. Fountain, Mr. J. E. Knox, Mr. Warwick Major, Mr. J. R. Fleet, Mr. E. Wood, Mr. W. Chapman, Miss H. Williams, Mr. Atkins, Mr. A. Smith, Mr. F. F. Brown, Mr. H. McIntyre, Lieut. H. P. Orme, Mr. W. C. Heywood, Mr. A. Vizer, Mr. and Mrs. R. Umphrey, Mrs. Kalk, Mr. A. Butler, Mr. A. Nicholson, and Mr. N. W. Brown.

SHIPPING MOVEMENTS

The s.s. *Lycium* (Blue Funnel), arrived at London on the 25th inst.

VESSELS EXPECTED

Angkor (M.M.), due Nov. 7th.
Andalgos (Blue Funnel), due Nov. 8th.
Atreus (Blue Funnel), due Oct. 28th.
Bakersfield, due Oct. 27th.
Benbow (Ben Line), due Nov. 1st.
Culebra (Blue Funnel), due Nov. 24th.
Chamford (M.M.), due Nov. 22nd.
Empress of Australia, due Oct. 31st.
Empress of Canada, due Nov. 5th.
Empress of India (Blue Funnel), due Oct. 30th.
Helenus (Blue Funnel), due Nov. 2nd.
Persia Maru (T.K.K.), due Oct. 31st.
President Grant (Admiral Oriental), due to-day.
Theora (Blue Funnel), due Nov. 29th.
Victoria, due Nov. 9th.

WEATHER REPORT

October 26th at 18.33. —Changes of pressure are everywhere slight. In the absence of returns from stations north of Foochow, it is impossible to give a summary of pressure distribution.

Hongkong rainfall for the 24 hours ending at 10 hours 26th October, 0.00 inch. Total since January 1st, 69.44 inches, against an average of 80.15 inches.

The forecast for the 24 hours ending at 10 hours, 27th Oct. is as follows: —

Direction Force

Formosa Channel N. winds, moderate.

Hongkong to Gap Rock E. winds, moderate; fine.

South coast of China between Hongkong and Lamooki do.

South coast of China between Hongkong and Hainan do.

CHURCH SERVICES

St. John's Cathedral, Hongkong. —28th October, 1823, 22nd Sunday after Trinity. Holy Communion (8 a.m.); Matins (11 a.m.); Responses, Psalms, Epistle, Gospels, etc. (10 a.m.); Hymns, 119; Te Deum; Nunc. 10 (Hopkins); Hymns, 543, 224.

N.B. —Psalm 118, verses 1, 6, 10, 15, 19, 24, 29, 30, 43, 44, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Healing Service (12 noon); Evensong (6 p.m.); Responses, Psalms, 132, 133, 134; Magnificat, No. 10 (Hopkins); Nunc. Dimitis, No. 6 (Lloyd); Hymns, 280, 281, 477. [115]

Union Church (Kennedy Road). —Sunday Service, October 28th, 1923. Sunday School at 10.15 a.m. Morning Service at 11 a.m. Preacher: Rev. J. Kirk Macdonald. Men's Meeting at 3.30 in the Lecture Hall. Solos by Mrs. S. Collett. Short Address. Evening Service at 8 p.m. Preacher: Rev. J. Kirk Macdonald. [159]

First Church of Christ Scientist. —Macdonnell Road (below Bowen Road Tram Station). —Sunday, 11.15 a.m. Wednesday, 6.45 p.m. [183]

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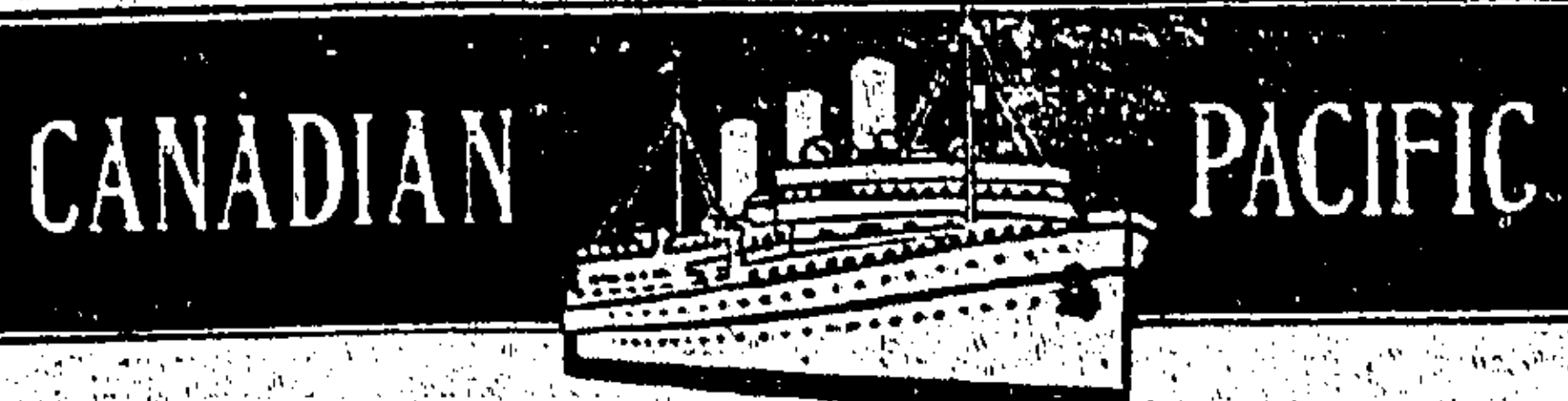
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Empress Australia	Dec. 21	Jan. 9	Jan. 16
Empress Asia	Jan. 10	Jan. 28	Feb. 6
Empress Russia	Feb. 7	Feb. 25	Mar. 7
Empress Australia	Feb. 22	Mar. 12	Mar. 19
Empress Asia	Mar. 13	Mar. 31	Apr. 11

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KOREA MARU 20,000 tons, Nov. 3th.
RHINYO MARU (calling at Manila and Keelung) 22,000 tons, Nov. 18th.
SIBERIA MARU (calling at Yokohama) 20,000 tons, Nov. 23th.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLENDINO, ARICA AND IQUIQUE

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES. STEAMERS

ANYO MARU 18,700 tons, Oct. 30th.
SEITO MARU 14,000 tons, Dec. 4th.
RAKUYO MARU 18,700 tons, Jan. 15th.

JAPAN-HONGKONG-JAVA SERVICE. between

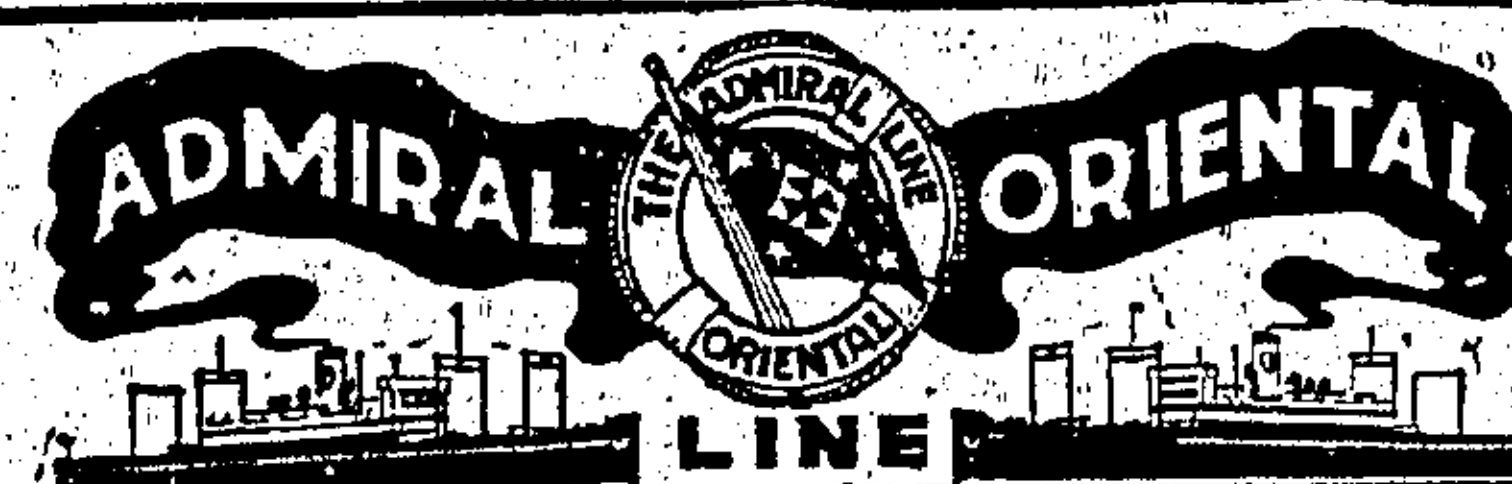
OSAKA, KOBE, MOJI, DAISEN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER DESTINATION LEAVE HONGKONG

PERSIA MARU (Batavia, Samarang & Soerabaya) November 2nd.
NEW YORK LINE (Batavia only)
VIA JAPAN AND SUEZ.

STEAMER LEAVE HONGKONG

BIYO MARU End of November or Early December.
Apply to: Y. TSUTSUMI, Manager. King's Building, Tel. No. C. 2374 & 2375.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT GRANT" Nov. 6th.
"PRESIDENT MADISON" Nov. 18th.
"PRESIDENT MCKINLEY" Nov. 30th.

TO EUROPE-£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT GRANT" Oct. 28th.
"PRESIDENT MADISON" Nov. 9th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE

Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI" 3rd Nov.
S.S. "C. LOPEZ Y LOPEZ" 19th Dec.
For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. "C. LOPEZ Y LOPEZ" 1st Dec.

The steamers of this Company are all cleared 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewardess and Doctor carried. For Freight and/or passage apply to—

BOTELHO BROS. Alexandra Building, Hongkong.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT PIERCE" Wednesday, Nov. 7th.
S.S. "PRESIDENT LINCOLN" Wednesday, Nov. 21st.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT PIERCE" Monday, Oct. 29th.
S.S. "PRESIDENT LINCOLN" Monday, Nov. 12th.
S.S. "PRESIDENT TAFT" Monday, Dec. 3rd.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" November 2nd, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America. G.3405, G.3420, G.3440

IYO MARU Sunday, 4th Nov., at 11 a.m.
SHIZUOKA MARU Tuesday, 20th Nov.

MAZDA MARU, LONDON & ANTWERP via Singapore, etc.
KITANO MARU Wednesday, 31st Oct., at 11 a.m.

HARUNA MARU Wednesday, 7th Nov.

HAMBURG via LONDON & ROTTERDAM.
LIVREPOOL via MARSSEILLES & VALENCIA.

LYONS MARU Wednesday, 21st Oct.
SYDNEY & MELBOURNE via Manila, etc.

MISHIMA MARU Friday, 2nd Nov., at 11 a.m.
AKI MARU Wednesday, 14th Nov., at 11 a.m.

NEW YORK & BOSTON via PANAMA.
TAKETOYO MARU Tuesday, 3rd Oct.

LENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore and Colombo.
MALACA MARU Tuesday, 30th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
CALCUTTA MARU Sunday, 4th Nov.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU Thursday, 22nd Nov.

SHANGHAI, KOBE & YOKOHAMA.
ATSUTA MARU Wednesday, 7th Nov.

HOLLAND MARU Wednesday, 7th Nov.
PENANG MARU Sunday, 11th Nov.

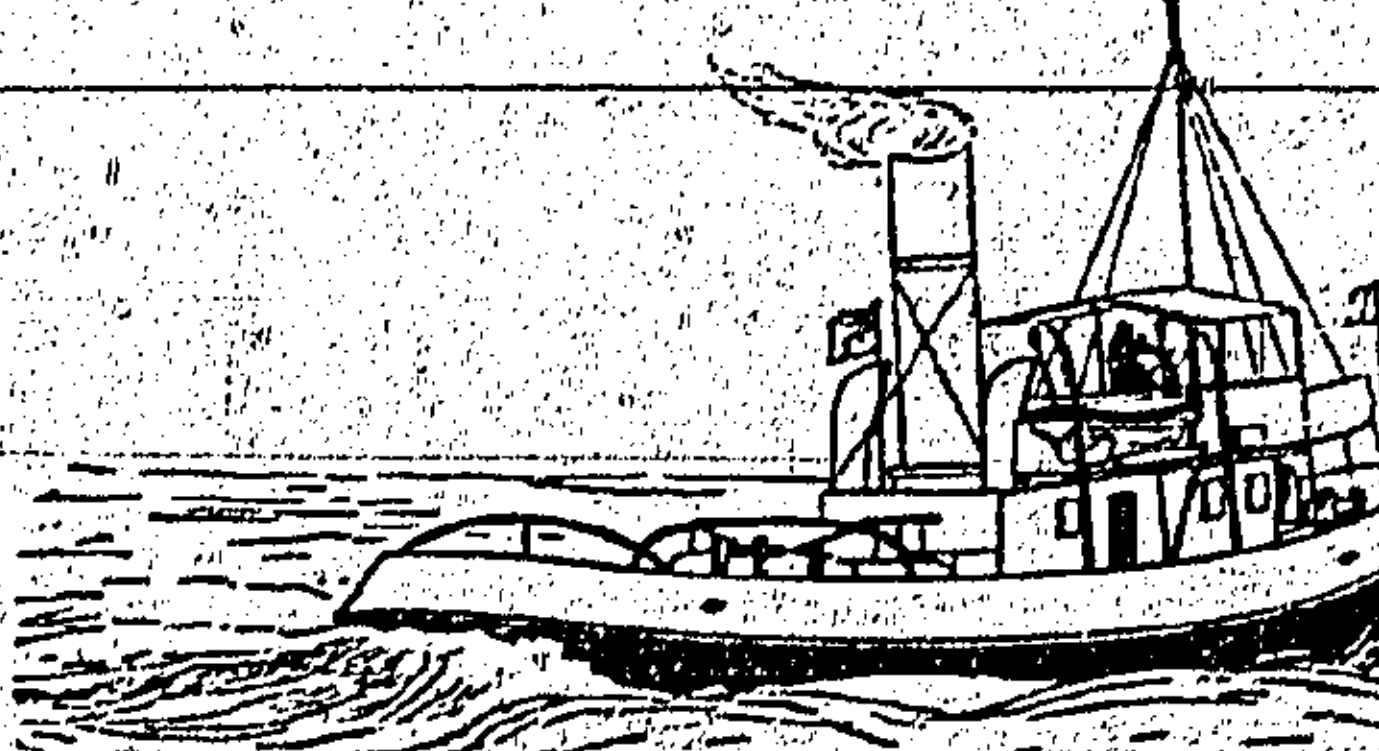
For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nov. 292, 293 & 2423. U. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad

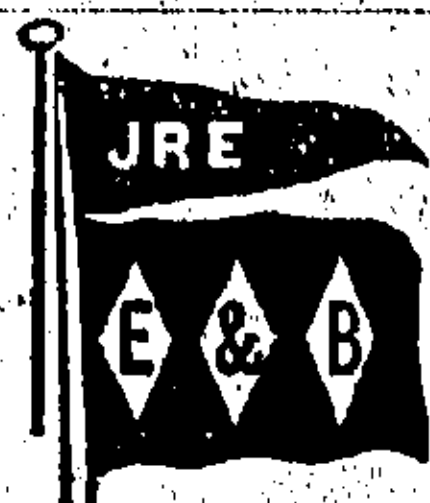


ON-ORDER TWO BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers, Founders and Constructional Engineers and Repairers

Yamashita Steamship & Mining Co., Ltd.
Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
between
KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong:
For HAIPHONG via Hoibow & Pakhoi
s.s. "NANTO MARU No. 1" on or about 5th Nov.
For KEELUNG via Swatow & Amoy
s.s. "TAIKWA MARU" on or about 2nd Nov.
For further particulars, please apply to—
S. MITAHARA, Agent.
Branch Office: No. 27, Bonham Street, West. Tel. Central No. 145.
Top Floor, King's Building, Tel. Central No. 140.

ELLERMAN &
BUCKNALLSTEAMSHIP
COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

"CITY OF HANKOW" 10th November Havre, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF PARIS" 23rd November Shanghai and Japan.
 "CITY OF KANACHI" 4th December Marseilles & London.
 "CITY OF PARIS" 2nd January Do.
 "CITY OF CANTERBURY" 21st February Do.
 "CITY OF YORK" 30th March Do.
 "CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

SINGLE 1st Class "A" £ 92 "B" £ 84 2nd Class "A" £ 69 "B" £ 56.
 RETURN "A" £ 161 "B" £ 147 "A" £ 108 "B" £ 98.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

S.S. "ALCINOUS" via Suez Canal 27th Oct.
 S.S. "CITY OF ORAN" via Suez Canal 5th Nov.
 S.S. "TEUCER" via Suez Canal 18th Nov.
 S.S. "AJAX" via Suez Canal 25th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	From Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	—	—	30th Oct.
ORLEANS	—	—	13th Nov.
PORTHOS	—	—	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBERLAIN	18th Oct.	22nd Nov.	25th Dec.
PAUL LECAT	2nd Nov.	8th Dec.	8th Jan., 1924.
ANDRE LEBON	18th Nov.	20th Dec.	22nd Jan., 1924.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance).
 A CLASS (1st Class) £ 95. 0s. 0d. B CLASS (1st Class) £ 85. 0s. 0d.
 STEAMERS (2nd Class) £ 65. 0s. 0d. STEAMERS (2nd Class) £ 62. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

loading for HAVRE, ANTWERP, & DUNKIRK, about

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG Capt. W. O. Passmore Tuesday, 30th Oct., at 1 p.m.
 HAIPHONG Capt. Ellis Walker Friday, 2nd Nov., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,

General Manager.



JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O. British India Apcar and Eastern & Australian Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & NORTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"CALEDONIA"	7,692	2nd Nov. 11th Nov.	B'way, Marseilles, Gib., L'don & A'werp
"NELORE"	8,853	8th Nov.	Mars., London, Antwerp & R'dam.
"SICILIA"	8,813	14th Nov.	Spain, Penang, Colombo & Bombay
"MALWA"	10,341	16th Nov.	Mars., Gib., London & Antwerp.
"NYANZA"	7,023	24th Nov.	Mars., L'don, A'werp & R'dam.
"KALYAN"	9,062	30th Nov.	Marseilles, London & Antwerp.
"ROUDAN"	6,896	12th Dec.	Spain, Penang, Colombo & B'way.
"DEVANHA"	8,092	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'way, Marseilles, Gib., L'don & A'werp

1924

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	8,097	11th Jan.	Mars., London, Antwerp & R'dam.
"MACEDONIA"	11,089	25th Jan.	Spain, Penang, Colombo & Bombay
"KASHGAR"	8,840	8th Feb.	Mars., Gib., London & Antwerp.
"MOREA"	10,911	22nd Feb.	Mars., L'don, A'werp & R'dam.
"FARMALA"	9,068	7th March	Marseilles, London & Antwerp.
"NADDERA"	15,923	21st March	Spain, Penang, Colombo & B'way.
"CHINA"	8,097	4th April	Mars., London & Antwerp.
"KALYAN"	7,852	18th April	Spain, Penang, Colombo & B'way.
"KALYAN"	9,062	2nd May	Mars., London & Antwerp.
"KASHMIR"	8,092	15th May	B'way, Marseilles, Gib., L'don & A'werp
"KHIVA"	9,097	29th May	Mars., London, Antwerp & R'dam.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"TORILLA"	5,205	14th Nov.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	14th Nov.	do.
"TANDA"	6,956	6th Dec.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	3rd Nov.	Manila, Thursday, Island.
"EASTERN"	4,000	1st Dec.	Townsville, Brisbane.
"ARAFURA"	5,000	5th Jan.	Sydney & Melbourne.

For further particulars apply to—
 MACKINNON, MACKENZIE & CO.,
 23, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "SLAVIC PRINCE" on 4th November.
 S.S. "EASTERN PRINCE" on 25th November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)
50, George's Building

O. S. K.

SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

LONDON MARU Wednesday, 31st Oct.

RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown.

CANADA MARU (Calls at Montevideo) Friday, 2nd Nov.

BOMBAY via Singapore and Colombo.

CELEBS MARU (Calls at Penang) Sunday, 4th Nov.

ANDES MARU Tuesday, 20th Nov.

SAIGON, HANOI & BANGKOK.

BIRIRO MARU Thursday, 1st Nov.

CALCUTTA via Singapore & Rangoon.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

ALABAMA MARU Wednesday, 21st Nov.

NEW YORK via Japan Ports, San Francisco and Panama.

HAWANA MARU Beginning of Nov.

JAPAN PORTS—Moj, Kobe, Osaka, Yokohama & Nagoya.

BURMA MARU Sunday, 25th Oct.

KEELUNG via SWATOW & AMOY.

KALYAN MARU Thursday, 15th Nov.

TAKAO via SWATOW & AMOY.

SOSHU MARU Sunday, 28th Oct., 10 a.m.

TAKAO & KEELUNG.

BATAVIA MARU Sunday, 4th Nov., 10 a.m.

For further particulars please apply to—

OSAKA SHOKEN KAISHA,

S. SHIMA, Manager

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI & TSINGTAO	"SINKIANG"	On 27th Oct. D.L.
SHANGHAI, CHEFOO, TIENTSIN	"NANNING"	On 27th Oct. D.L.
SWATOW & SHANGHAI	"SZECHUEN"	On 28th Oct. 10 a.m.
SHANGHAI	"CHENG TU"	On 28th Oct. 11 a.m.
HONGKONG, PAKHOI, RAIPONG	"YUNNAN"	On 28th Oct. 11 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 30th Oct. D.L.
SWATOW & BANGKOK	"KIANGSU"	On 30th Oct. 10 a.m.
HONGKONG & SINGAPORE	"CHINHUA"	On 31st Oct. 10 a.m.
MANILA	"TAMING"	On 31st Oct. 4 p.m.
SWATOW & SHANGHAI	"KANCHOW"	On 1st Nov. 10 a.m.
SHANGHAI	"CHUNGKING"	On 2nd Nov. 11 a.m.
CHEFOO & NEWCHWANG	"HUNAN"	On 4th Nov. D.L.
SWATOW & SINGAPORE	"CHENAN"	On 4th Nov. 4 p.m.
WEIHAIWEI, DAIKOW, NEWCHWANG	"KIEN TSIEN"	On 6th Nov. D.L.
SWATOW & BANGKOK	"KIN YUEN"	On 6th Nov. 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Light fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Mondays (via Swatow and extending to Pakow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to transship at Swatow.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 83.

JOHN SWIRE & SONS, LTD.

CAR & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. 1st & Arr. Ports
"CHANGSEA"	—	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 83.

(JOHN SWIRE & SONS, LTD.) Agents.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON AND NEW YORK via SUEZ

S.S. "BOLTON CASTLE" sailing on or about 12th Nov.

S.S. "MUNCASTER CASTLE" sailing on or about 12th Dec.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "FIUME" sailing on or about 28th Oct.

S.S. "DUCHESSA D'AOSTA" sailing on or about Beginning Dec.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "VENETIA" sailing on or about 6th Nov.

S.S. "FIUME" sailing on or about Early Dec.

S.S. "DUCHESSA D'AOSTA" sailing on or about Early Jan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZINTO" sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Cactus" Due Hongkong 26th Oct.

Leave Hongkong 31st Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S.B. "West Prospect" Due Hongkong 25th Nov.

Leave Hongkong 27th Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P.I. PORTS.

U.S.S.B. "West Sequana" Due Hongkong 18th Nov.

Leave Hongkong 19th Nov.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINE

INDO-CHINA-STRAITS & JAVA.

4th Floor, Queen's Building,

Phone Central No. 3008.

H. E. CASE, B.A. Agent.

(122)

POST OFFICE NOTICE.

The direct exchange of Parcel Mails between Hongkong and Germany by German transatlantic steamers will be resumed as from the 1st Proximo. For particulars apply to the G.P.O.

INWARD MAILS.

From	Per	Date
U.S.A., CANADA, JAPAN AND SHANGHAI	Per Grant	27th Oct.
SHANGHAI	Swing	27th Oct.
Europe via Negapatam (Papers only, London 27th Sept.)	Kulany	29th Oct.
U.S.A., Japan and Shanghai	Per Plover	28th Oct.
SHANGHAI	Kulany	29th Oct.
JAPAN	Kulany	29th Oct.
CANADA, U.S.A., JAPAN AND SHANGHAI	Emp. of Australia	31st Oct.
JAPAN	Mishima Maru	1st Nov.
EUROPE via Suez (papers & parcels)	Danubia	2nd Nov.
LONDON 4th Oct. & Parcel 13th Sept.		
AUSTRALIA & MANILA	Victoria	9th Nov.

OUTWARD MAILS

For	Per	Date
Shanghai, Japan, Honolulu, Canada, U.S.A., Central & South America, & EUROPE via San Francisco—due San Francisco, 23rd Nov.	Tenyo Maru	Saturday, 27th, 9.15 A.M. Registration Letters 10.00 A.M.
Japan, Canada, U.S.A., Central & South America, & EUROPE via Victoria, B.C.—due Victoria, 19th Nov.	Tyndareus	Saturday, 27th, 9.45 A.M. Registration Letters 10.00 A.M.
Java via Batavia	Tyndaebek	2.00 P.M.
Straits	Van Oostcraten	3.30 P.M.
Shanghai	Tyndaebek	5.00 P.M.
Straits	Alcinous	5.00 P.M.
Port Bayard, Hoihow, Pakhi & Haiphong	Hoihow	5.00 P.M.
Saigon	Prosper	Sunday, 28th, 8.30 A.M.
Swatow and Bangkok	Kuonsang	8.30 A.M.
Pakhoi	Yunnan	9.00 A.M.
Manila	Per Grant	9.00 A.M.
Swatow, Amoy and Formosa	Amakus Maru	9.00 A.M.
Hoihow and Haiphong	Lokung	9.00 A.M.
Swatow	Hydrantia	2.40 P.M.
Amoy	Swigany	5.00 P.M.
*Swatow and Bangkok	Kuonsang	Sunday, 28th, 8.30 A.M.
Saigon, *Straits, *Ceylon, *Mauritius, *Marques, *South Africa, *India via Durban, *Aden, *Egypt and *Europe via Marseilles—due Marseilles, 1st Dec.	Anjers	Registration Letters 9.45 A.M. 10.30 A.M.
Japan	Anjo Maru	10.00 A.M.
Straits	Alcinous	Noon
Swatow, Amoy and Poocho	Alcinous	Noon
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dikodji, Egypt & Europe via Marseilles—due Marseilles, 30th Nov.	Alcinous	Wednesday, 31st, 8.45 A.M. Registration Letters 9.30 P.M.
Straits	Alcinous	9.30 P.M.
Swatow, Amoy and Poocho	Alcinous	9.30 P.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dikodji, Egypt & Europe via Marseilles—due Marseilles, 1st Dec.	Alcinous	Friday, 2nd, 5.00 P.M. Registration Letters 5.00 P.M.
Ship sails at midnight, 2nd Nov.	Alcinous	5.00 P.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

26th October, 1923.	
ON LONDON—	
Telegraphic Transfer	2/5 1/2
Bank Bills, on demand	2/3 1/2
Bank Bills, at 30 days sight	2/3 1/2
Bank Bills, at 4 months sight	2/3 1/2
Credits, at 4 months sight	2/4 1/2
Documentary Bills, 4 months sight	2/4 1/2
ON PARIS—	
Bank Bills, on demand	850
Credits, 4 months sight	940
ON NEW YORK—	
Bank Bills, on demand	51 1/2
Credits, at 30 days sight	52 1/2
ON HONGKONG—	
Telegraphic Transfer	163
Bank Bills, on demand	163
ON CALCUTTA—	
Telegraphic Transfer	163
Bank Bills, on demand	163
ON SHANGHAI—	
Bank Bills, at sight	1000
Private, 30 days sight	104 1/2
ON YOKOHAMA—	
On demand	102 1/2
ON MANILA—	
On demand	9 1/2
ON SINGAPORE—	
On demand	133
ON HAIIPHONG—	
On demand	nom.
ON SAIGON—	
On demand	51 1/2
ON BANGKOK—	
On demand	51 1/2
SOVEREIGN, Bank's Buying rate	49 1/2
GOLD LEAF, 100 fine, per tola	31 1/2
SILVER, per oz.	31 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorized Capital: \$50,000,000
Issued and Fully Paid-up: \$30,000,000
Reserve Funds: \$24,500,000
Sterling: \$24,500,000
Silver: \$24,500,000
Reserve Liability of Proprietors: \$20,000,000

Court of Directors:
Hon. Mr. A. O. Lane—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq., W. L. Bateman, Esq.,
G. M. Dodwell, Esq., J. A. Hunter, Esq.,
G. T. M. Ellis, Esq., N. L. Watson, Esq.,
Hon. Mr. P. H. Holyoak, H. P. White, Esq.

Chief Manager: Hongkong—
Hon. Mr. A. G. STEPHEN.
Acting Manager: Hongkong—
J. McARTHUR, Esq.
Manager: Shanghai—G. H. STEPHEN, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local currency and sterling on terms which will be quoted on application.
Hongkong, 18th October, 1923. [37]

HONGKONG SAVINGS BANK.

The business of the Savings Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. STEPHEN, Chief Manager.
Hongkong, 14th November, 1922. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital: £2,000,000
Reserve Fund: £2,800,000
Reserve Liability of Proprietors: £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, May 8th, 1922. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINCO.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed: Yen 80,000,000
Capital (Paid-up): Yen 52,000,000
Reserve Funds: Yen 12,900,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Karento, Keelung, Makung, Nanto, Pisan, Shichien, Taichu, Tainan, Takow, Tamsui, Toiyen, Aka.
CHINA—Shanghai, Hankow, Kinki, X, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COMMERCE, WESTMINSTER AND PAIR'S BANK.
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.
HONGKONG BRANCH,
4, Des Voeux Road,
Hongkong, 15th September, 1922.

HYGIENIC MACHINE-MADE Cigarettes

OBVIOUSLY MACHINE-MADE CIGARETTES are more HYGIENIC and more CONSISTENTLY WELL MADE than those made by any other process.

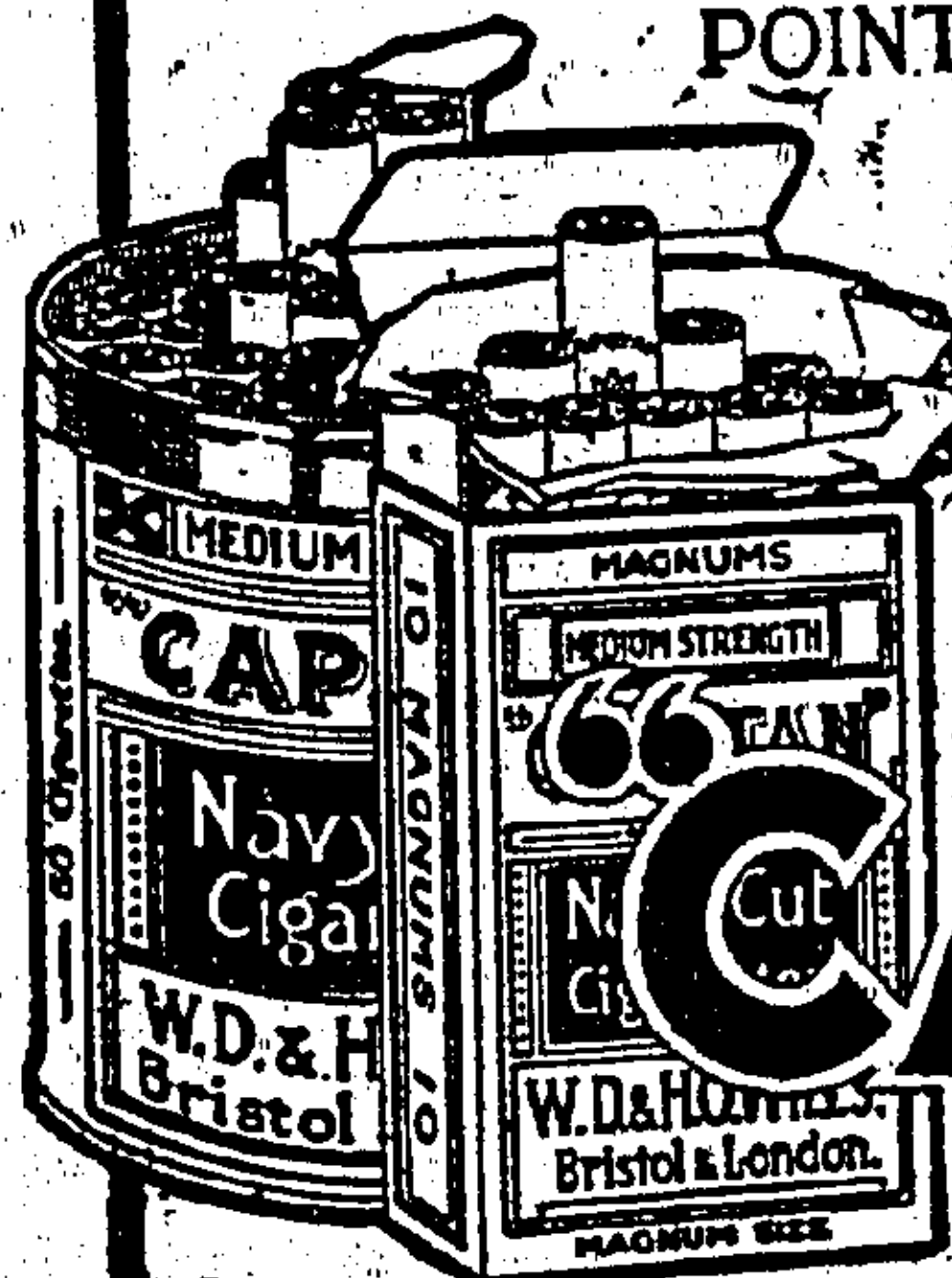
In the manufacturing of "CAPSTAN" Cigarettes for instance,

POINT No 1

Pure dust-free tobacco leaf is fed to Modern Machines in Model Factories and no soiled human hand comes into contact with the cigarette during the process of manufacture.

POINT No 2

Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness". This Uniformity is impossible to attain under any other process.



CAPSTAN
THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

The advertisement is based on the British-American Tobacco Co. (China) Ltd.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE (DIRECT).

"ATREUS" 30th Oct. London, Rotterdam & Hamburg.
"TEIBESIAS" 6th Nov. London, Rotterdam & Hamburg.
"ADRASTUS" 13th Nov. London, Rotterdam & Antwerp.
"MACHAON" 20th Nov. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

"MEMNON" 30th Oct. Genoa, Marseilles, Liverpool & Glasgow.
"EURYPYLUS" 1st Nov. Marseilles, Harve, Liverpool & Glasgow.
"OANFA" 20th Nov. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE (VIA KOBE AND YOKOHAMA).

"TYNDAREUS" 27th Oct. Victoria, Seattle & Vancouver.
"PROTEUS" 20th Nov. Victoria, Seattle & Vancouver.

NEW YORK SERVICE (VIA SUEZ OR PANAMA).

"ALCINOUS" 27th Oct. via Suez and Boston.
"TEUCER" 15th Nov. via Suez and Boston.

PASSENGER SERVICE

"TEIBESIAS" 6th Nov. for Singapore & London.
"SARPEDON" 12th Nov. for Shanghai.
"SARPEDON" 11th Dec. for Singapore, Marseilles & London.
"PATROCLOS" 8th Jan. for Singapore, Marseilles & London.
"MENTOR" 12th Feb. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)

AGENTS

THE INDUSTRIAL AND COMMERCE BANK, LTD.

Head Office: York Building, Chater Road, Hongkong.
Branches: Shanghai, 31, Kiangsi Road, Hankow, British Consulate.

Correspondents in: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.
Attractive rates for all kinds of Deposits enquiries are welcome.

T. J. H. MAI, Manager.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.
K. C. LAU, Chief Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C.3.

Authorized Capital: £25,000,000
Subscribed Capital: £21,500,000
Paid-up Capital: £21,500,000
Reserve Fund: £21,500,000

BANKERS: THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

BRANCHES: Bangkok, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONGKONG BRANCH: Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
N. C. WILSON, Manager.

7, Queen's Road Central, Hongkong, September 28th, 1922. [30]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital: Frs. 72,000,000.00
Paid-up Capital: Frs. 68,400,000.00
Reserve Fund: Frs. 59,867,283.84

BRANCHES: Hongkong, Shanghai, Canton, Peking, Tientsin, Hankow, Soerabaya, Yunnanfu, Pondicherry.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

C. E. GOY, Acting Manager.
Hongkong, October 1st, 1922. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Voeux Road C., HONGKONG.

Established 1918.
Authorized Capital: \$10,000,000.00
Paid-up Capital: \$5,000,000.00
Reserve Fund: \$500,000.00

DIRECTORS: Mr. Pong Wai Ting, Chairman, Mr. Chow Shou, Mr. Hui Yung Tai, Mr. Li Koon Chun, Mr. Mok Ying Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. E. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager: Mr. Kan Tong Po, Asst. Manager: Mr. Li Tse Fong.

BRANCHES & AGENCIES: LONDON, PARIS, SHANGHAI, KOBÉ, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

London Bankers: The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG PO, Chief Manager.
Hongkong, February 26th, 1922. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Batavia, Bombay, London, Soerabaya, Rangoon, Bureas Ayres Lyons, Calcutta, Los Angeles, Shanghai, Hongkong, Canton, Peking, Tientsin, Hankow, New York, Tokyo, Yunnanfu, Pondicherry, Soerabaya, Samarang, Batavia, Bombay, London, New York.

Capital (fully paid-up): Yen 100,000,000
Reserve Fund: Yen 73,000,000

Interest allowed on Current Accounts and Fixed Deposits at rates to be obtained on application.

T. NISHITAMA, Manager.
Hongkong, 17th Sept., 1922. [39]

Printed and Published by HENRY ADOLPHUS CHAMBERLAIN for the HONGKONG DAILY PRESS, Ltd., at 14, Chater Road, Victoria, Hongkong; London Office: 13, Fleet Street, E.C.4

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital: F. 100,000,000
Paid-up Capital: F. 80,000,000
Reserve Fund: F. 19,769,180
Special Reserve: F. 2,680,000
Head Office: Amsterdam.

Branches at: The Hague, Rotterdam, Batavia, Soerabaya, Soerakarta, (Sole), Tegal, Tuntang, Weltevreden, Koenigsberg, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc.

London Bankers: The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issued letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSCHAMP, Agent.
Hongkong, August 14th, 1922. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital: \$50,000,000.00
Paid-up Capital: \$18,275,000.00
Reserve Funds: \$9,225,455.24

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.

New York Bankers: The Irving National Bank.

The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI, Manager.
Hongkong, September 8th, 1921. [35]